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BEACON BUNGLE.

SOLICITOR SUCCESSFULLY
CHALLENGES TRAFFIC RULE.

The red flashing light erected for the control of traffic at the junction of Pedder Street and Des Voeux Road Central, and which is familiarly known as "The Red Beacon," figured in a traffic case before Major G. Willson yesterday afternoon.

Mr. Horace Lo, of the legal firm of Lo and Lo, was summoned for failing to keep as close as possible to the left when negotiating the junction in his Austin Seven on the morning of December 1. He pleaded not guilty and was defended by his brother, Mr. M. K. Lo.

The evidence given by the Indian pointsman on duty at the junction was to the effect that Mr. Horace Lo, who had entered the junction from the west end of Des Voeux Road, failed to go round the Beacon when he turned into Pedder Street in the direction of Queen's Road.

With this evidence the defence agreed, but stated that traffic regulations at that particular moment required the adoption of a different course than the orthodox one of turning round the Beacon. A hand-truck was moving in from the opposite direction along the tram-lines, and to avoid a dangerous hold-up in the middle of the junction, Mr. Lo thought he would leave out the Beacon while cutting across ahead of the slower truck.

Practice and Law.

Mr. Horace Lo said that without being egoistic he could claim to be an expert, with an experience extending over five years, of which two were spent in England and Europe, where he motored practically every day. In London, whenever one wanted to turn any road, in turning one must keep as close as possible to the centre of the roadway.

His Worship: That is all right in England. Here we have Section 51.

Dealing with this Section, Mr. Lo said it was outside of their case, although the summons was brought under it.

The Section reads:

(a) "A driver of a motor vehicle shall, on approaching any curve, crossroad or fork or on rounding any corner or bend, reduce speed so far as may be advisable and shall sound his horn." (b) "He shall, when rounding any corner or bend, keep as close as possible to the left side of the road, and shall not pass or attempt to pass any moving motor vehicle which he overtakes."

Dealing with the first half of the Section, Mr. M. K. Lo said it might be wished out of their case, as it was agreed that his brother had driven slowly and had sounded a horn on approaching the junction. He was able to stop immediately, upon being called by the Indian.

Legislature's Intention.

As regards the second half of the Section, Mr. M. K. Lo said they were agreed that the junction was a cross-road. Those who framed the law must have had the present circumstances in view when they only referred to a bend or curve where a driver, in turning, must keep as close as possible to the left. They had not intended to include a cross-road such as the junction, within the meaning of this second half of the Section, otherwise the term of "cross-road" which appeared in the first half would have been repeated here also.

Hence, it was Mr. Lo's submission that this second half of the Section had no application to the case at all.

In any case, in such an open junction like the one they were dealing with, with five openings into it, it was hard to know what is meant by keeping "as close as possible to the left" when turn-

FORGED BANKNOTES.

LOCAL COUNTERFEITS
BELIEVED PRINTED
ELSEWHERE.

When the trial of the eleven persons charged with conspiracy to utter forged banknotes in Hongkong was resumed at the Central Magistracy before Mr. R. E. Lindsell yesterday, Mr. E. R. Dovey, Government Analyst, was called to give evidence as to certain seizures made by the police.

Mr. Dovey said that he had examined a large number of exhibits in the case. He found that the paper on which the front and back impressions of notes of the Central Bank of China had been imprinted was the same as a large sheet of paper seized by the authorities from No. 19 Queen's Road East. The impressions themselves were made from blocks which the police had seized and which Mr. Dovey had examined.

From the inks seized the Government Analyst made a green print of one of the Bank of China notes, which he produced to the Court. He also made a blue-black impression with printing ink of that colour which was not amongst the inks found in the house in Queen's Road.

Articles employed in the preparation of lithographic plates were also produced by Mr. Dovey, who said that he also found, among the seizures, photographic plates of a type that would be used for photographing documents with a view to reproduction by lithography. These plates, said the analyst, were not used in photography for ordinary purposes.

Other photographic and lithographic gear for use in conjunction with articles described above were also produced in Court by Mr. Dovey, most of which were of a chemical nature.

Copper plates bearing the impressions of the front and back of certain Central Bank notes, were also produced by Mr. Dovey. One interesting exhibit bore the signatures of two officials whose names appear on those notes, one of which was that of Mr. T. V. Soong.

As regards the forty forged Hongkong Bank notes of \$50 denomination Mr. Dovey was asked by Mr. T. Murphy, A.S.P., prosecuting, if the inks seized could have produced those notes. He forewitness could reply. Mr. Lindsell disallowed the question on the ground that there was nothing in the charge to suggest that the notes were printed in Hongkong. Mr. Murphy replied that the only object he had in asking the question was to obtain a reply in the negative.

The hearing was adjourned until Monday morning at 11 a.m.

ing in the direction that his brother took. Mr. Horace Lo could pass the Beacon without turning round it, and yet he could be just as much "to the left."

As regards the Beacon, Mr. M. K. Lo said he was entirely ignorant of any statutory support of it as being a part of any regulations. He could find no mention of "Beacon" in the regulations, or even a syllable that sounded like "Beacon" to make him sit up and take notice, and to lift his hat to it every time he passed it in the course of the day. In any event, the Section with which they were concerned was drawn up long before the Beacon came into existence.

Summing-up, Mr. M. K. Lo submitted that it was all a matter of discretion and of safety; that the judgment of the driver must always be exercised in the direction most conducive to safety. He (Mr. M. K. Lo) had been intimately associated with plans for the regulation of traffic along safer lines in this Colony, and there had been an increasing adoption of a suggestion he had

ALLEGED LARCENY.

CHINESE CHARGED WITH
THEFT OF WOOLLEN
ARTICLES.

Charges of larceny of various woollen articles from the Shiu Hing Knitting Factory of No. 1, Pitt Street, were brought against three former employees before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon.

Mr. T. G. Bennett appeared to prosecute on behalf of the manager of the Shiu Hing Factory, the defendants being represented by different lawyers. Mr. C. A. S. Russ defended the first; Mr. Leo d'Almada, jr., the second and Mr. P. X. d'Almada jr., the third.

On looking through the charges his Worship remarked that, with such a galaxy of legal talent, Mr. Bennett might have introduced a dress suit into the charges.

Opening the case for the prosecution Mr. Bennett said that the complainant was Mr. Wong Shu-hing, proprietor of the Shiu Hing Knitting Factory. The first defendant was the assistant manager, while the second was the foreman engineer, the third being the tally clerk.

The complainant, proceeded Mr. Bennett, received information which led him to believe that certain goods which were being manufactured in his factory were being taken away by various employees. He informed the Police and two Chinese detectives were detailed to make investigations.

On December 18, these two detectives watched the factory and at noon the three defendants came out. The third accused was carrying a parcel containing three pairs of socks and a woollen pull-over. They were all stopped by the detectives and taken back to the factory to await the arrival of the manager and then marched off to the Police Station.

Family Supplied.

They were asked for their addresses and each was taken to where he claimed to live. The first defendant accompanied the Police to No. 264, Reclamation Street and in the rear cubicle there were found three woollen waistcoats. While the search was going on the defendant's brother entered the house wearing a woollen pullover which he said had been given to him by the late assistant manager.

The three pairs of woollen socks which were the subject of the charge against the first defendant, said Mr. Bennett, were the three pairs which were found in the possession of the third defendant when the men were arrested at the factory. He had told the Police that the first defendant gave the socks to him, the first defendant admitting this statement.

With regard to the second defendant, said Mr. Bennett, he was asked where he lived and he took the Police to No. 7, Saigon Street. This however, turned out to be the residence of a relative of his and in a search of a cubicle the Police found 25 pairs of socks and a box containing five pull-overs. The defendant later admitted to the Police that the things belonged to him.

The charge against the third defendant in respect to the three pairs of socks was the same pair as in the case of the first defendant. Two woollen waistcoats were found in possession of a prostitute who would tell the Court that they were given to her by the third defendant.

Evidence bearing out his opening was given after which the case was adjourned.

made long before the present summons, for cars to keep more closely to the middle of the road when using the Garden Road junction. As a motorist, he expected better service from the Police, and he protested against motorists being prosecuted as in this case for petty offences and being subjected to petty annoyances. He asked that the summons be dismissed.

Major Willson dismissed the summons.

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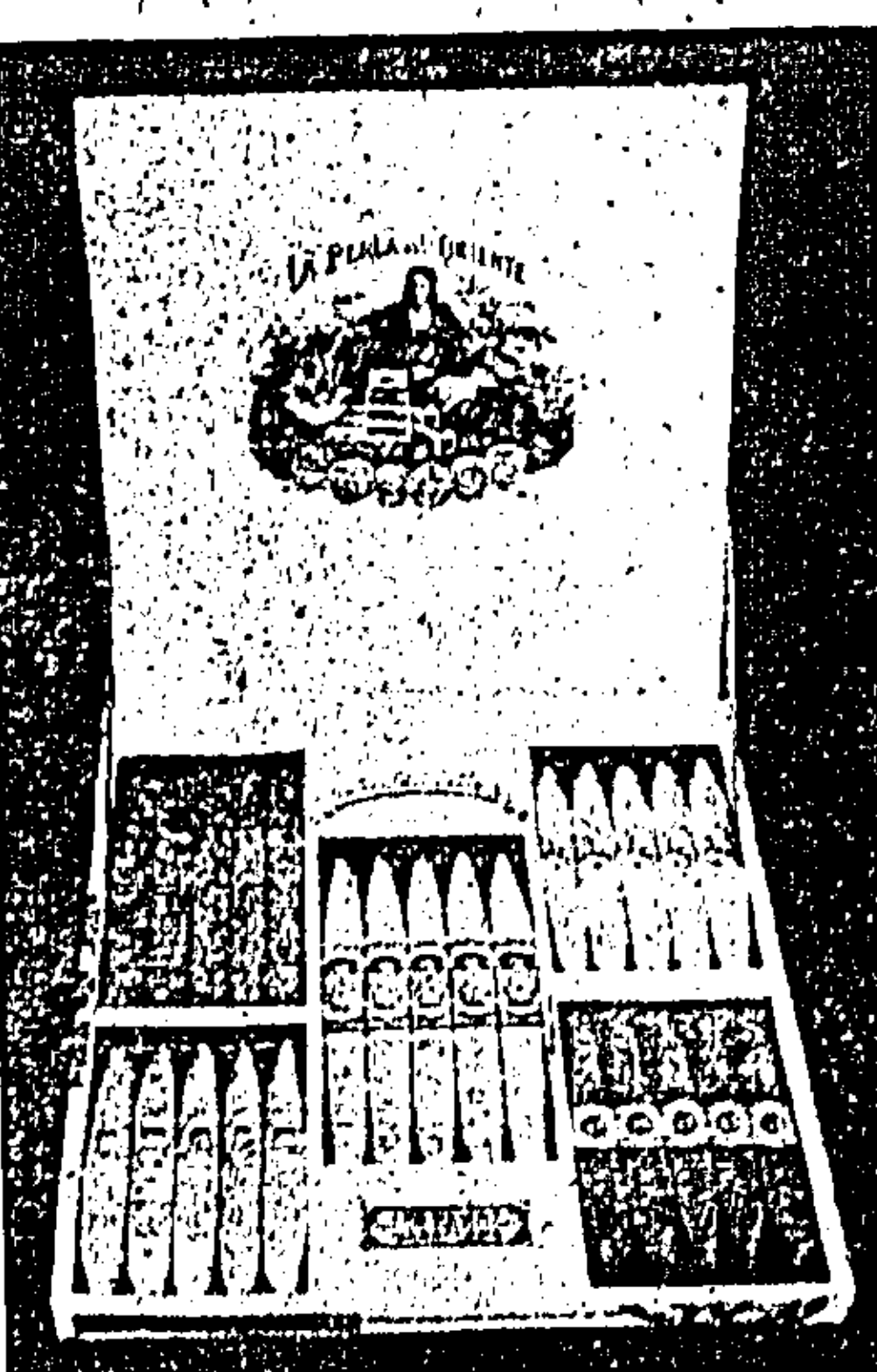
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GIMCRACK CLUB DINNER.

LORD DEWAR AND
RACING.

MORE EPIGRAMS.

Lord Dewar, speaking at the Gimcrack Club dinner recently said that the totalitar combined principles, resources, and potentialities which had proved vital to the progressive prosperity of horse breeding and racing in the other countries, and had proved successful.

"I have an idea," he said, "that the 'tote' will not be universally heralded to our racecourses on a tidal wave of enthusiasm. It will be threatened by many problems and assailed by many critics. We are all critics, few are connoisseurs. A wave of pessimism always accompanies the birth of great truths—the same might be said about twins. 'Patience,' he said, 'is the greatest of all shock absorbers. The only thing you can get in a hurry is trouble. We must not clothe with the idea that reforms will come as an eclipse or an earthquake. The age of miracles is past unless there is someone here that can work them now. Let us have an open mind on this question—minds are like parachutes, they only function when they are open."

"The 'tote' will bring things home to you that you have never seen before—as your laundryman sometimes does. If you want credit from the 'tote' you will find it is colder than a banker's heart."

"The 'tote' will disillusion the illusions of the sceptics. It has come to stay with us," he said. "If those in other countries can make it a success so can it be made a success in this country. When any big administrative departure comes along the British people know how to get it established."

"This is a new departure in English statecraft, and the present Government has had the courage to establish the principle. Of course, the other political parties opposed the measure. The great misfortune to mankind is that only those politicians out of office know how to solve great problems. It is for those in the arena of racing to assist now and to take occasion by the forelock. Opportunity should be grasped during the lifetime of the opportunity."

"Gambling has gone on ever since the day Moses dropped the shales and broke the ten Commandments," said Lord Dewar. "We all endeavour to keep the Ten Commandments—those who know anything about them. We have been making laws for a thousand years, but we have done nothing to equal the Ten Commandments."

Betting Tax.

"The betting tax," he said, "does not seem to be popular in some directions, but what tax is popular? What is lacking is a plan to raise revenue without taxation, or discover some process of painless extraction of taxes. Income-tax is a punishment for being industrious and thrifty. The less money a man has the less he has to worry over his income-tax."

"Many people who are not amused pay the amusement tax. The betting tax, I consider, is own brother to the amusement tax, for I have observed that those who bet go about it joyously and jauntily without any seeming great effort, and when they win they pay the tax. It is hard to have to pay the betting tax, but it is much harder not to have to pay it."

"In this country we cherish old institutions," he said, "and the bookmaker is one of them. When a man says his word is as good as his bond, get the bond—but the honest bookmaker's word is as good as his bond. His commercial existence depends on it. It is surprising to think of the millions of money that are turned over on the bookmaker's word, and that so few disputes occur."

"With the 'tote' silently registering without fault or favour, the welsher and the Derby dog will pass into history," said Lord Dewar, "and our racecourses will be vacuum-cleaned of a hotbed of other undesirables with speckled reputations."

He told a story of a small country race meeting where two local individuals were watching a man who, they were convinced, was a welsher. One remarked, "This welsher will get into hot water before the day is over." The other said, "No, he's going in the horse trough."

"Bloodstock breeding is irresistibly attractive," said Lord Dewar. "I know of no greater joy, no higher human felicity than watching the young foal gambolling by the side of its dam in the paddock. You anxiously wait to see if as a yearling, it is growing in the right dimensions, and you endeavour to trace a trait of some forbear in it. Then you will be told your soil is wrong and that you will never breed a winner. Blood will tell; breed is stronger than pasture."

Abbot's Trace.

"If you have a sire that has never won classic honours," he said, "you will be reminded that such sires have ruined more studs than any-

thing else, and the quickest way out of that trouble is to shoot the animal. I have been told that by an expert in the presence of and within hearing of my horse Abbot's Trace. Horses are such amiable friends that they ask no questions, they pass no criticism. To console the horse I then said, 'Don't worry. An Abbot's Trace will come when you will hear me.' He gave three nods of approval."

"My apology for referring to this matter is that I have to thank the son of that horse for the honoured position I find myself in now."

"Someone stated recently," he said, "that gambling was immoral because it was getting money for nothing. I shall make a confession; confessions may be good for the soul, but bad for the reputation. The lost bet I had was on my own horse in the Derby—in that case I gave money for nothing. An owner could not be classed as a gambler by having a small bet on his own horse in the Derby, because I know he could get absolution from the Elders of the Scottish Presbyterian Kirk. They consider that no sin."

"A Scotch lady asked her minister, 'Would it be a sin if I felt pleased if a gentleman called me pretty?' The minister looked up and down at the somewhat homely-looking example of womanhood, and said: 'No sin could be imputed to you, but a grave responsibility would rest with the gentleman.'"

"In racing you should be born under the astrological sign that indicates great hopefulness. When I first started, hope sprang buoyant. The first horse I ever had won for me the first time out, the Hyde Park Plate, over 30 years ago. I then imagined I had the following year's Derby safely in my pocket, but no; for years my experience was a record of racing catastrophes. Counsel said to a witness in court: 'Did you see the catastrophe?' The witness replied: 'I am the catastrophe.'"

"I never had to go to the expense of engaging detectives to sleep with any of my horses," said Lord Dewar. "On the Turf, to him that hath shall be given the experience of losing. Lucky is the man who does not believe in luck; if you wait for a stroke of good fortune, you may wait until you get a stroke of paralysis."

"Nothing is certain in racing except its uncertainty, and there is nothing so uncertain as a sure thing. When you hear a man say, 'Accidents will happen,' you may be pretty certain he has been doing something he ought not to have done. Why is it that some husbands tremble when the wife says in a soft voice, 'I want to say something to you?' No wife can endure a gambling husband unless he is a steady winner. Living is made up of unlucky happenings."

"Cast your bread on the bloodstock sales and you will be pretty lucky if you ever see it again," he said. "Nobody really values a thing till somebody else wants it. There is always somebody eagerly trying to dive into something that somebody else is frantically striving to scramble out of. Cheap bloodstock is much too cheap."

Disappointment and Success.

"Disappointment," said Lord Dewar, "is the offspring of expectation. Your two-year-old may be a hero, and, as a three-year-old, a zero. On the turf nothing so rapidly recedes as success."

"In racing stables the trainer gives the horse a carrot at the end of the day—that is more than some owners get at the end of the season."

"It is a wise horse that knows its own starting price, and it's a wise owner that knows more than the racing prophets. Owners," he added, "like telling their friends all about the chances of their horse in a race, but it is a great responsibility, for when you give a tip it is like lending money; it is better for both parties to arrange some constructive policy of protection against loss of friendship. It is more blessed to give than to lend, and it costs about the same. If you want to know the value of money, try to borrow some."

"I feel I am here under false pretences. I am mindful that I am indebted for my presence here to the ingenuity of others—the trainer, Fred Darling, who, through anxious vigilance, delivered the horse in the paddock fit and well for the Gimcrack Stakes; the jockey, Gordon Richards, who, through his genius, piloted the horse first past the post."

"To those two past masters in their particular calling, I gratefully give the credit for my position here to-night, along with another. We could not have done without the other. The owner would never have been missed, but the other one was essential—he could not be with us to-night owing to circumstances over which he had no control."

"He is at present sleeping peacefully upon wheat straw in a stable on the Berkshire Downs—The Black Abbot."

"Some men do not get all they want, and others do not get all they deserve, but as the Greek philosopher said, 'Enough, and more than enough, has your kindness enriched me.'"

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SIR LESLIE SCOTT AND
INDIAN PRINCES.

London, Nov. 27.

An important chapter in the history of India will be completed this afternoon with the closure of the Indian States Committee's inquiry.

Since October 15 this Committee, which is considering the relations of the Indian States, the Crown and British India, has met 16 times.

Sir Leslie Scott, K.C., counsel for the Indian Princes, has been the chief figure in the inquiry. To him was given the task of outlining the Princes' grievances and their suggested remedies.

Page by page he has gone through the evidence contained in five printed books of foolscap size, each containing some 500 pages.

Many References.

This has involved the quoting of nearly 300 cases from 130 different States of alleged violations of the treaties.

To-day he concludes his task, when he resumes his seat at the end of a speech which he has spread over three days.

"It has been a tremendous task for one man," a friend of Sir Leslie told a Press representative yesterday. "For months he has been working at high pressure."

"At the invitation of the Princes, he went out to India in January and visited most of the States, and talked with many rulers and officials."

"Returning to England in May, he, in conjunction with other distinguished counsel, drew up a legal opinion on the position. Since then he has been working day and night on the case."

It has been stated that Sir Leslie Scott is receiving a fee of £53,000, with a "refresher" of £200 a day, making a total of more than £70,000, which is a record fee for a barrister.

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Reinforced with one Acme Nailless Strap, this box carries the same load, is 2 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

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New Advertisements.

BANK HOLIDAY.

In accordance with ordinance No. 6, of 1912 The Exchange Banks will be closed for the transaction for public business on Tuesday, 1st January, 1929.

PIPING AND MACHINERY FOR WUCHOW WATERWORKS.

The WUCHOW PUBLIC WORKS DEPARTMENT hereby invites tenders for the supply of about 700 tons of cast-iron Pipes, Castings, Valves, Hydrants, with all necessary fittings, and small Pumps, Motors, Measuring Instruments, etc., for the Wuchow Waterworks. Sealed bids shall be sent in the Commissioner's Office, Wuchow, Kwangsi, South China, not later than January 21st, 1929. Specifications and drawings may be secured upon application.

H. H. LING, Commissioner, Public Works Department, Wuchow, Kwangsi.

PLEASE NOTE.

All firms, shops, trades, professions, associations, etc. are cordially invited to send in full particulars as early as possible for FREE INSERTION in the next issue of LEB'S TRADE & SHOPPING GUIDE OF HONGKONG (An Anglo-Chinese Directory).

The next issue will be greatly improved and much useful information heretofore unpublished will be incorporated in it. SUGGESTIONS FOR IMPROVEMENT WILL BE MUCH APPRECIATED.

LEB'S 10 Queen's Rd., C. Phone: C. 4925

G. R.

Particulars and Conditions of the Sale by Public Auction to be held on Monday, the 31st day of December, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements	Area	Approximate Value	Approximate Value
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S. 100 feet	100 feet	100 feet	100 feet
W. 100 feet	100 feet	100 feet	100 feet
Area per acre	100 feet	100 feet	100 feet
Approx. value	100 feet	100 feet	100 feet
Approx. value	100 feet	100 feet	100 feet
Approx. value	100 feet	100 feet	100 feet
Approx. value	100 feet	100 feet	100 feet

NOTICE.

Our attention has been drawn to the fact that certain persons have solicited orders on the grounds that they are official photographers to the "Hongkong Telegraph," promising that the photographs will be published in our Art Supplement.

We wish to point out that, while we will be pleased at all times to consider for publication all photographs sent to us, Messrs. Mee, Cheung and Ming Yuen are the only firms empowered by us to use our name in this matter.

"THE HONGKONG TELEGRAPH,"
Hongkong, Dec. 27th, 1928.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Bedroom and Six-Bedroom APARTMENTS.

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to CREDIT FONCIER D'EXTREME-ORIENT, 4TH FLOOR, PRINCE BANK BUILDING.

MRS. SEKAY

MASSAGE
8, Wyndham Street, 1st floor, Hongkong.

CHURCH NOTICES.

To-morrow the First Sunday After Christmas.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, December 30th 1928, Patronal Festival, 1st Sunday after Christmas Day. Choral Eucharist 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: The Dean. Social Evening in Cathedral Hall after Evensong. New Year's Eve. Watch-Night Service at 11.30 p.m.

Union Church, Kennedy Road, Rev. F. C. Young. Sunday School 10 a.m. Morning Service 11 a.m. conducted by the Minister, Preacher: Rev. F. Short of the London Mission. The service is on behalf of the New Territories Evangelical Society. Hymns 57, 376, 374, 371. Evening Service 6 p.m. Preacher: The Minister. Sermon "Deferred Solution." Hymns 152, 143, 146, 600.

St. Andrew's Church, Kowloon, December 30th. 1st Sunday after Christmas. 8.15 a.m. Holy Communion. 10 a.m. Sunday School Service. 11 a.m. Morning Prayer and Sermon, Preacher the Rev. A. D. Stewart, M.A. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher the Vicar. January 1st Circumcision of our Lord. 7 a.m. Holy Communion. Wednesday, January 2nd 6 p.m. Short Evening Prayer and Address.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Christian Science" The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass. U.S.A.

Gospel Hall, 8, Duddell Street. Sunday, 11 a.m. Meeting for Worship. 8 a.m. Evangelistic Meeting. Thursday, 8 p.m. Bible Study. Saturday, 8 p.m. Meeting for Prayer.

Theatre Royal CITY HALL

Mr. Charles Macdona presents
THE MACDONA PLAYERS
in a repertory of
BERNARD SHAW PLAYS

Monday, January 7th.
"Pygmalion"
Tuesday, January 8th.
"Man & Superman"
Wednesday, January 9th.
"Candida"
Thursday, January 10th.
"The Doctor's Dilemma"
Friday & Saturday, January 11st & 12th.
"Mrs. Warren's Profession"
Booking opens at Moutrie's on December 28th at 9 a.m.

MRS. MOTONO

HAND & ELECTRIC MASSAGE
No. 51B, Top Floor, Wyndham St. Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE
Expert Masseuse
87, Queen's Road C., 2nd floor.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,
the 31st December, 1928,
commencing at 11 a.m.

at Holt's Wharf, Kowloon.
60 cases Brandy.
71 kegs Dyes.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,
the 4th January, 1929,
commencing at 5.15 p.m.

at their Sales Room, Duddell Street

A Valuable Collection of Postage Stamps.

Mostly British Colonials, including Hongkong, Ceylon, Natal, etc., many mint.

On View from Thursday, the 3rd January, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

A DOMINION AND THE FLAG.

STRANGE TALK IN NEWFOUNDLAND.

Montreal, Nov. 28. Sir Richard Squires' return to office in Newfoundland and the possible effect upon the Colony's policy and development is specially interesting to Canada by reason of the award which gave Newfoundland so large an area on the Labrador mainland.

Canada accepted the award gracefully, but has never been able to understand it. The question now becomes of more immediate practical concern in view of the possible disposition the Squires' Government may make of the vast resources of the Hamilton River and other territory.

Following the return of Sir Richard Squires' Government reports reached Canada of the possible or probable sale of this territory to the United States or American interests, and the McGill Daily, published by undergraduates of McGill University, in a leading article on November 14 commented at length on the statement attributed to Sir William Coaker "Newfoundland is free to choose her own course, and is coming round to the idea of a State of the United States. The referendum would carry by a 75 per cent. vote of the whole electorate, not because she has forgotten the old flag, but because the tendency of the times is to consider dollars and cents first."

Suggestion Denied. Reports of this character have elicited no official comment in Canada, though the view is generally expressed that territorial alienation is beyond the power of Newfoundland. Subsequently, cables from St. John's quoted Sir Richard Squires as saying that the suggestion that any part of Labrador should be transferred to the United States was absurd. American capital would be given the same rights as British and Canadian, but under the British flag, and no individual or company would be given a monopoly.

The Montreal Gazette, analysing Sir Richard Squires' whole statement, said this reference was satisfactory, but elsewhere Sir Richard seemed to be making a direct bid for American capital when he spoke of his friendship with the United States and the success of many Newfoundlanders there, and the fact that a large percentage of the funded debt of Newfoundland was underwritten in the United States.

The Montreal Gazette said "There is, of course, no good reason why United States capital should be invested less freely in Newfoundland than in Canada, and it has always been welcome in Canada. Admitting this the fact remains that development which might have been controlled by the Dominion had better statesmanship been shown a few years ago is now to be directed by others and at one of the gateways of this country."

Since the publication of these views no word has been received of the intentions of the Squires Ministry, but the situation is being watched here with very keen interest. The Canadian Government, so far as is known, is making no movement.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Vaux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. It is hereby notified that telegrams conveying Christmas and New Year Greetings to the United States and Canada will be accepted from now and until 2nd January, 1929, inclusive, at special reduced rates; for particulars apply to the Radio Office, P. & O. Buildings.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed. The special rate of postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 2 cents per newspaper.

Newspapers bearing insufficient postage are not forwarded and if they do not bear the sender's names and addresses they are disposed of in accordance with the Postal Regulations.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

NEW YEAR HOLIDAY.

On Tuesday 1st January, 1929, the G.P.O. will be open from 8 a.m. to noon, Kowloon Branch Post Office from 8 a.m. to 11 a.m., and the other Branch Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar-boxes and one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed. The Branch Post Office, situated at No. 10 Nga Chin Wai Road, Kowloon City, will be open for transaction of postal business on the 2nd January, 1929.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan, Shanghai, and Europe via Siberia, London, 7th and 8th December	President Wilson	December 29.
Shanghai and Swatow	Sunning	December 29.
Europe via Negapatnam (Letters and papers London 29th Nov.)	Kumsang	December 30.
U.S.A., Honolulu, Japan and Shanghai	President Taft	December 31.
Manila	President Jackson	December 31.
Japan and Shanghai	Chenonceaux	January 1.
Shanghai	Mantua	January 4.
Straits	Allipore	January 4.
Shanghai	Perseus	January 4.
Canada, U.S.A., Japan and Shanghai	Emp. of France	January 10.
Straits and London, parcel mail (London 22nd November)	Ningchow	January 12.

OUTWARD MAILS.

For	Per	Date and Time.
Haiphong	Tonkin	Sat., Dec. 29, 1.30 p.m.
Swatow	Daviken	Sat., Dec. 29, 1.30 p.m.
Fort Bayard	Wing Lee	Sat., Dec. 29, 2.30 p.m.
Manila	Pres. Wilson	Sat., Dec. 29, 5 p.m.
Hoihow and Haiphong	Teau	Sun., Dec. 30, 8.30 a.m.
Bangkok via Swatow	Hellas	Sun., Dec. 30, 8.30 a.m.
Shanghai and Dalny	Luchow	Sun., Dec. 30, 9 a.m.
Swatow	Hydrangea	Sun., Dec. 30, 9 a.m.
Amoy and Formosa via Swatow	Koran Maru	Sun., Dec. 30, 9 a.m.
Shanghai, Dalny and Europe via Siberia	Luchow	Sun., Dec. 30, 9 a.m.
Hoihow, Pakhoi and Haiphong	Limechow	Tues., Jan. 1, 9 a.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco, and Europe via Siberia	Pres. Jackson	Tues., Jan. 1.
	Parcels	Dec. 31, 5 p.m.
	Registration	Jan. 1, 9.45 a.m.
	Letters	10.30 a.m.
	(Due San Francisco 23rd Jan., 1929).	
	K. P. O.	
	Registration	10 a.m.
	Letters	10 a.m.
	G. P. O.	
	Registration	11.15 a.m.
	Letters	Noon
	(Due Marseilles 1st February, 1929).	
Swatow, Amoy and Foochow	Haiyang	Tues., Jan. 1, noon.
Amoy	Sunning	Tues., Jan. 1, noon.
Wei Hui Wei	Kuelchow	Tues., Jan. 1, noon.
Manila	President Taft	Tues., Jan. 1, noon.
Hoihow	Kweiyang	Wed., Jan. 2, 10.30 a.m.
Straits and Calcutta	Nam Sang	Fri., Jan. 4.
	Parcels	noon
	Letters	1 p.m.
Swatow, Amoy and Foochow	Hatching	Fri., Jan. 4, 1 p.m.
Mombasa, Laurence Marques and South Africa via Singapore	Kamakura Maru	Fri., Jan. 4, 5 p.m.
Japan	Proteslaus	Sat., Jan. 5, 10 a.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt, and Europe via Marseilles	Mantua	Sat., Jan. 5.
	K. P. O.	
	Parcels	4th, 4.30 p.m.
	Registration	5th, 5 p.m.
	Letters	5th, 10 a.m.
	G. P. O.	
	Parcels	4th, 5 p.m.
	Registration	5th, 9.45 a.m.
	Letters	5th, 10.30 a.m.
	(Due Marseilles 1st Feb., 1929).	
Straits, Egypt and Europe via Marseilles	Perseus	Tues., Jan. 8.
	K. P. O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G. P. O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 8th February).	
Sandakan	Mausang	Fri., Jan. 11, 1.30 p.m.
Manila	Emp. of France	Fri., Jan. 11, 3.30 p.m.
	*Correspondence bearing vessel's name only.	

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Avoid difficulty and delay to your dependents after your death by effecting a special

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THE LIFE AND LOVES OF HISTORY'S FAIREST CHARMER!



Reckless Romance, luxurious love scenes, thrilling adventure and beautiful women. All that and much more in this splendid screen production.

QUEEN'S TO-MORROW AND MONDAY.

At 7.30, 5.10, 7.15 and 9.20

RICHARD DIX



THE QUARTERBACK

A capital story of college life!

WORLD TO-MORROW AND MONDAY.

At 2.30, 5.15, 7.15 and 9.20

The fascinating story of a circus clown who became a king!

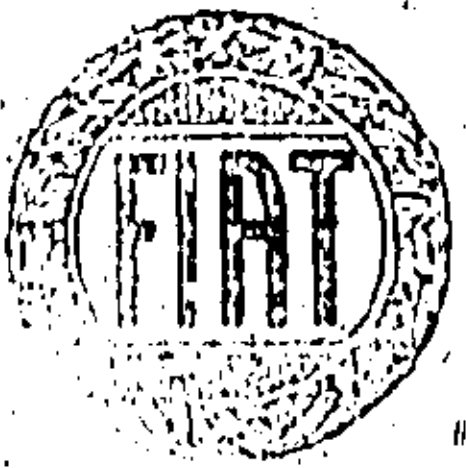
RONALD COLMAN BANKY

AT THE

STAR

TO-MORROW AND MONDAY.

At 5.15, and 9.20



A HAPPY AND PROSPEROUS NEW YEAR

to all our clients and friends.

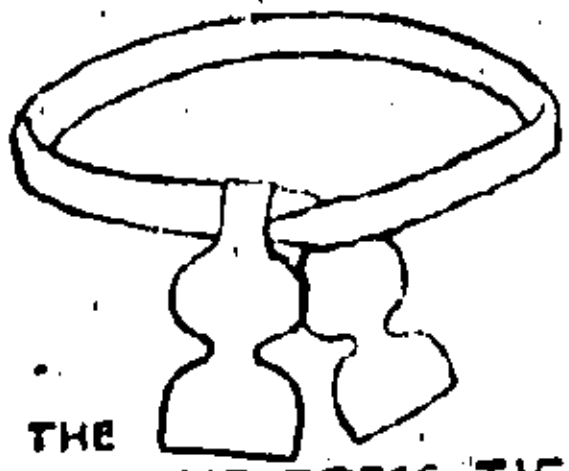
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The man who likes to be not merely in the fashion but right on top of it will appreciate the "Park."

It is the latest variation of the ordinary single-knot, single-wing bow, and in the best of taste.



THE MAYFAIR DRESS TIE

A large, thistle shape making up into a smart short bow which admirably suits the present fashion in winged collars—it is dignified and smart.

These Ties should be ordered in accord with size of collar worn.

LANE,
CRAWFORD,
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of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

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Phone Central 518.

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to take care of one's appearance and health. Pinkettes help you to do both by ensuring daily intestinal regularity, by keeping the liver active, the skin clear, the eyes bright, and by banishing sick headache, coated tongue, bilious attacks, ill-smelling breath. They also relieve Piles. Your chemist sells Pinkettes.



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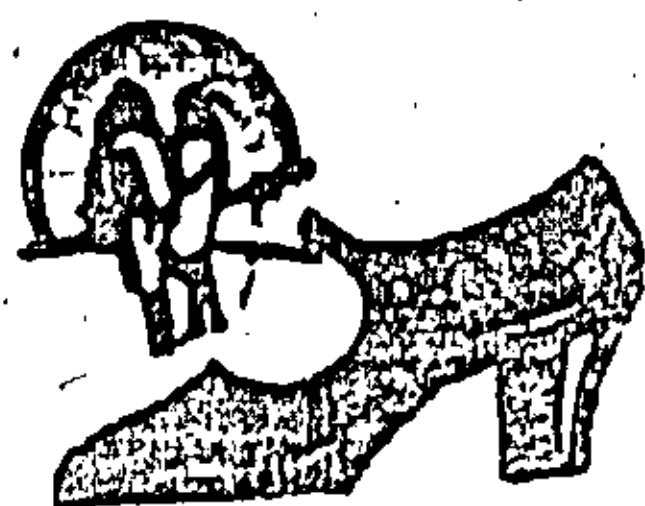
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"MIGHTIEST SELLING FORCE IN WORLD."

SIR C. HIGHAM ON PRESS ADVERTISING.

Sir Charles Higham, speaking at a meeting of the Leicestershire Dispensary Association, described the Press as the mightiest selling force in the world.

Towns and cities, he said, should advertise themselves. They should get together and "tell the world" what they want.

The textile industry should use the Press to tell the people why they should buy their products. Sitting still and grumbling never built a successful business, a town or a country.

"The British motor-car industry have got together and are selling more British cars as a result of their campaign in the newspapers," said Sir Charles. "Why don't other trades follow their excellent example?"

"They can sell more textiles, iron, coal and steel. Why don't they? It is because these trades have yet to learn that Press advertising is the quickest and cheapest method of selling good goods. It is true that these trades are waking up, but what they need is to jump out of bed."

TRAMP GUEST OF M.P. LABOUR MEMBER PROVIDES MEAL.

Mr. A. L. Shepherd, the Labour M.P. for Darlington, recently entertained a tramp at the House of Commons.

Some time ago Mr. Shepherd, who is an ex-schoolteacher, disguised himself and spent a night in a casual ward at Edgware.

He lives at Jordans, in Bucks, and picked up the tramp at Uxbridge when driving to the House, afterwards entertaining the man, who was in, corduroy and muffer, to a meal at the House of Commons.

ACTRESS SUED BY A SOLICITOR.

DIVORCE CASE COSTS.

An actress who denied liability for the payment of solicitor's costs amounting to £137 was a defendant in an action before Mr. Justice Atkinson in the King's Bench Division recently.

The plaintiff was Mr. Raymond Oliver of Messrs. Raymond Oliver and Company, solicitors, of Bedford-row, W.C., and the defendant was Miss Evelyn Culver, of Coolhurst-road, Crouch End, N.

Mr. H. Bensley Wells, counsel for the plaintiff, said that the defence was that there was an agreement that Miss Culver should not be responsible for any of the costs.

Early last year, he said, Mr. C. F. Drummond Hay was a petitioner in a divorce case against his wife, and there was a cross-charge of adultery between the petitioner and Miss Culver, who was given leave to intervene. She was dismissed from the suit, with costs against the respondent.

"Refused to Go On"

In September, Miss Culver told Mr. Harvey, in charge of the divorce department of Messrs. Kenneth Brown and Baker (who were acting for Mr. Drummond Hay), that her solicitor was asking for money, and refused to go on unless she found some at once.

Mr. Harvey suggested that Mr. Raymond Oliver might act for her upon the terms that she had not to put down any sum for costs, but there was no suggestion that he was to look for his costs to Mr. Drummond Hay or his father.

Mr. Oliver said that he agreed to act for Miss Culver after Mr. Harvey had requested him not to do so for any money on account. She never suggested that anyone but herself would be responsible for the costs.

"She told me she had been under study to a very eminent actress," said Mr. Oliver, when asked where he thought Miss Culver would get the money. She was, he added, an actress, and had been in lucrative employment.

CLAIM FOR WRONGFUL ARREST SETTLED.

WEST END FIRM'S MISTAKE OVER WOMAN TEACHER.

A settlement of the action which Miss Evelyn Howard, of Chipstead-street, Fulham, had brought against the Galleries Lafayette, Ltd., of Regent-street, W., was announced in the King's Bench Division.

Miss Howard, a school teacher, had claimed damages for wrongful arrest and false imprisonment.

Her counsel explained that while at the defendants' shop a mackintosh she was carrying slipped off her arm and accidentally became entangled in a skirt on the counter. Not noticing what had happened, she walked out of the shop with the skirt and was arrested.

After appearing before the magistrates she was tried at London Sessions, where the jury honourably acquitted her.

Defendants' added counsel, had acknowledged their mistake and had agreed to indemnify Miss Howard for all the expense she had incurred.

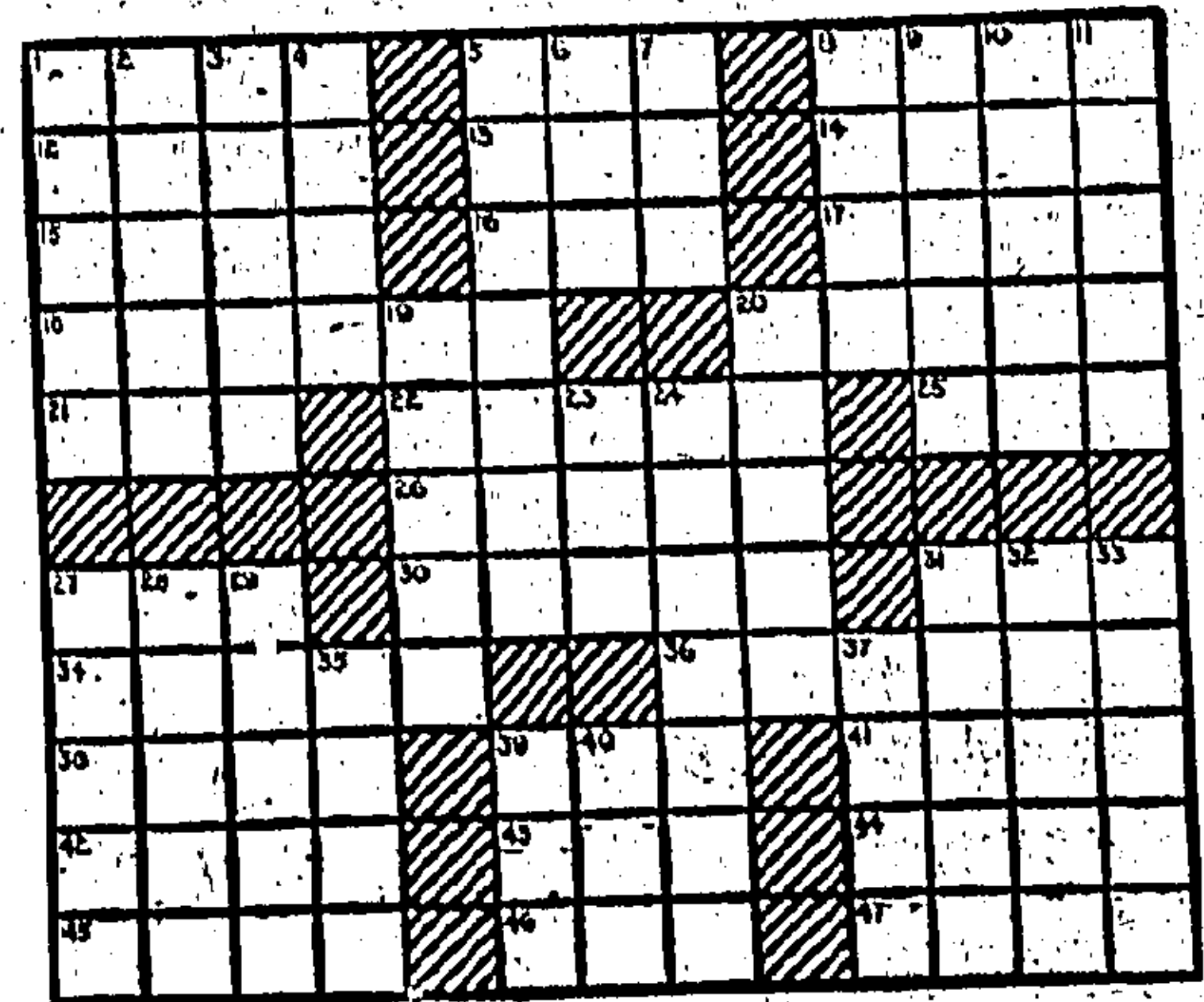
ed where he thought Miss Culver would get the money. She was, he added, an actress, and had been in lucrative employment.

Following a suggestion by the Judge, Mr. Cernyn said that Miss Culver had taken his advice and had accepted extremely generous terms offered by Mr. Raymond Oliver.

Mr. Wells then asked for judgment for £25 without costs. Miss Culver further agreeing to assign to Mr. Raymond Oliver all her rights and interests in the order for costs obtained by her against the respondent in the divorce proceedings.

Judgment was entered accordingly.

OUR CROSSWORD PUZZLE.



Horizontal

- 1 A small bunch of straw.
- 5 To persecute.
- 8 Crows.
- 12 In.
- 13 Collection of facts.
- 14 To prepare for publication.
- 15 To murmur as a cat.
- 16 Limb.
- 17 North American rail (bird).
- 18 Anatomy.
- 20 Mark showing that word written above belongs in the place marked.
- 21 Corded cloth.
- 22 Jockey.
- 25 Before.
- 26 Tropical lauraceous tree.
- 27 Joined.
- 30 Tooth.
- 31 Eccentric wheel.
- 34 Solitary.
- 36 To nullify.
- 38 Preference.
- 39 Kimono asah.
- 41 In a line.
- 42 Thought.
- 43 Rodent.
- 44 Type of johnny cake.
- 46 Penny.
- 48 The centre of a target.
- 47 Constellation.

Vertical

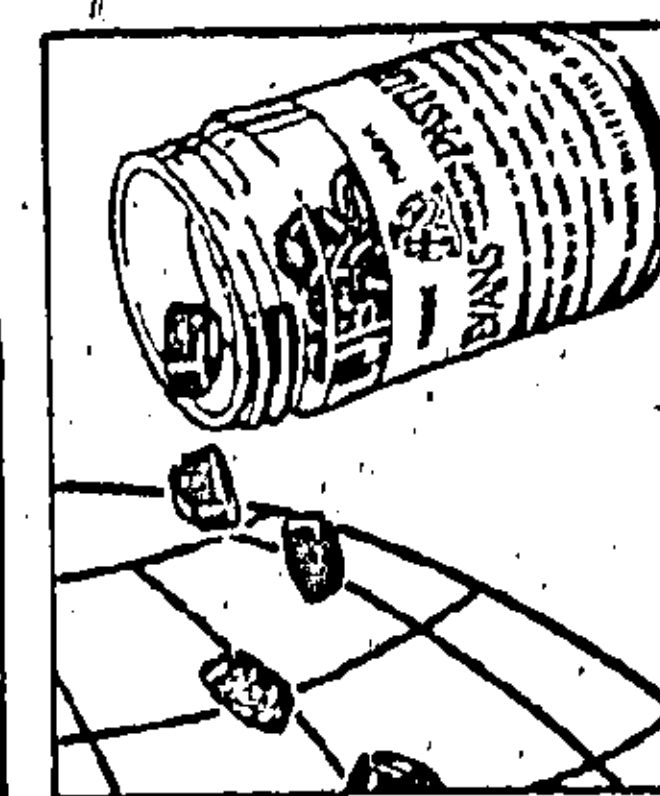
- 1 Cleaning rag.
- 2 To habituate.
- 3 To hone as a razor.

4 Harbour.

- 5 To reduce to a powder.
- 6 Unit.
- 7 To scold constantly.
- 8 A plateau.
- 9 To love exceedingly.
- 10 A kind of trapper.
- 11 To mention.
- 12 Angry.
- 13 The great blue heron.
- 14 Noise.
- 15 Variety of hard black rubber.
- 16 Derived from fruit.
- 17 To cut off as a syllable.
- 18 Emblem.
- 19 Joyous song.
- 20 To make amends.
- 21 Furred.
- 22 Tidy.
- 23 Apertures.
- 24 Native metal.
- 25 Arm of the ocean.

Yesterday's Solution

PANAMA	RABBIT
ALLEGED	EDUCER
RASPID	DIPLOCLEG
TUB	BIBS
SO	TERRAIN
IS	DEALT
ALTO	ILL
KYAM	T
RA	KERATIN
OR	TIRES
NAILED	ATHENS



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Pastilles
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take QUINLAX, a laxative cold cure, quick and effective in its action.

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there in all departments you will find articles and goods in great variety that will make

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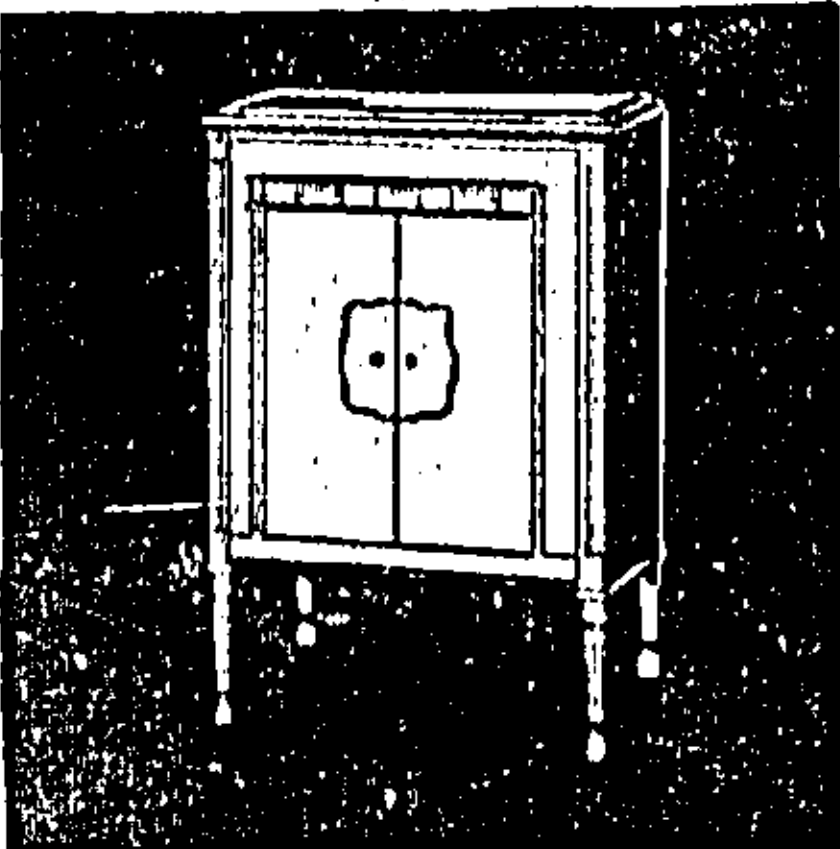
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that will please the giver, and delight the recipient.

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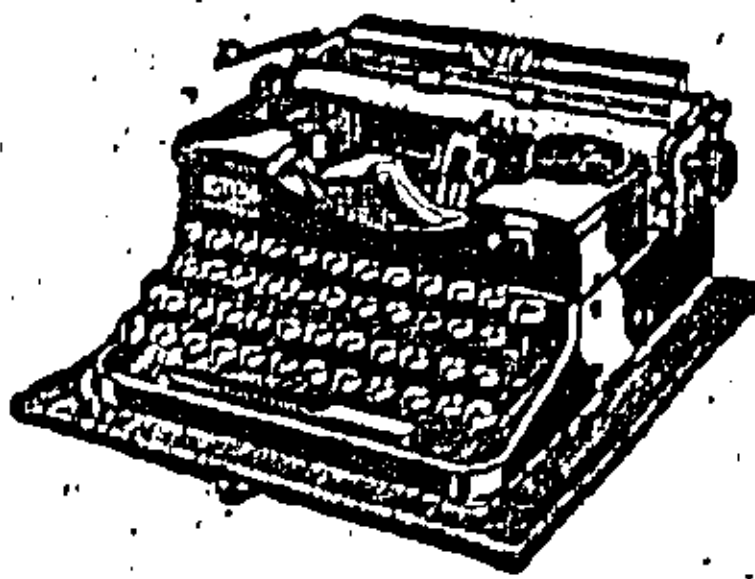
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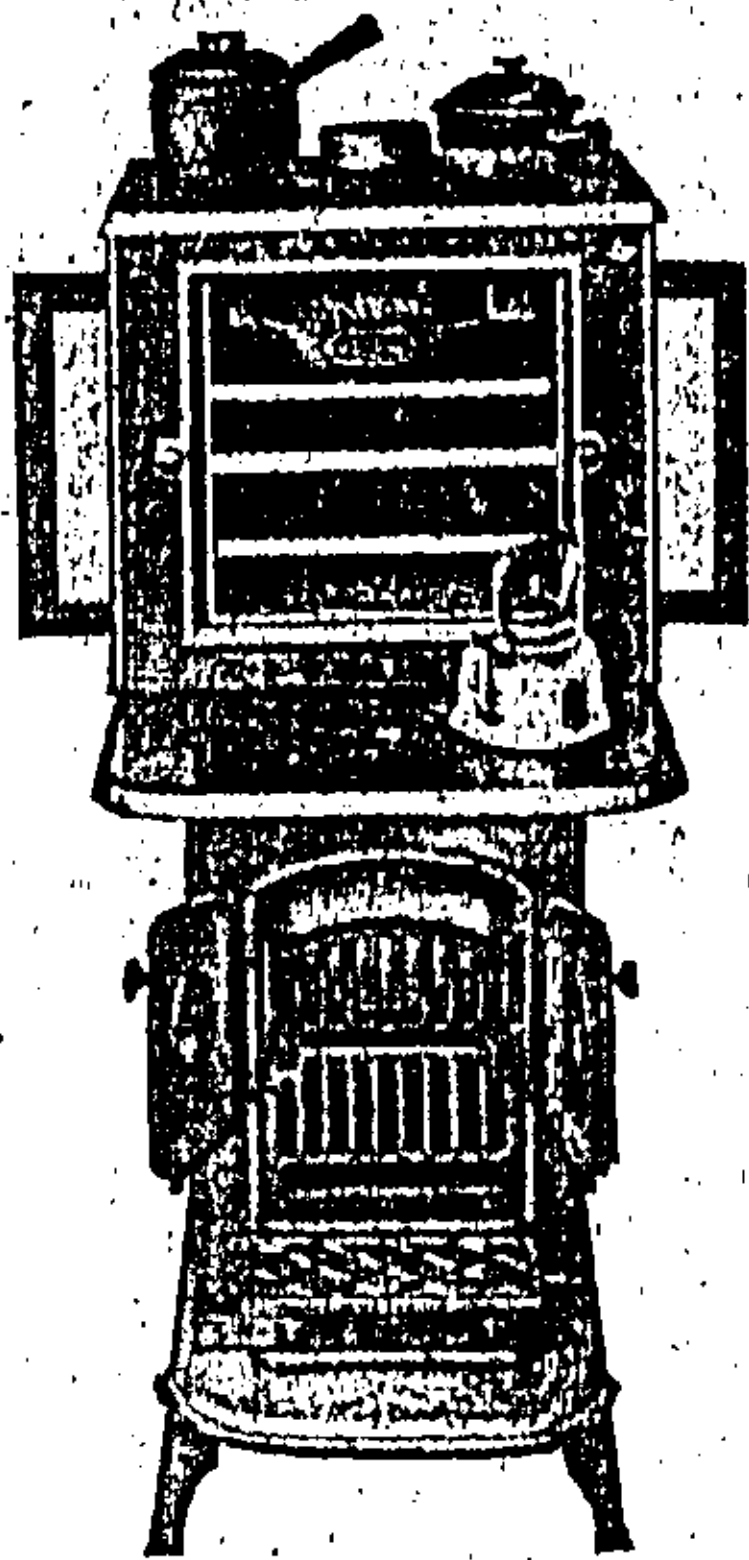
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DODWELL & Co., Ltd.

The Hongkong Telegraph.

SATURDAY, DEC. 29, 1928.

THE DYING YEAR.

Having reached the last week-end of the year, it is fitting that we should view 1928 in retrospect. The year that is fast dying has had its glories and its disappointments, as all years have had since time first began to be reckoned. If we may first look close at hand, however, there will be found distinct grounds for satisfaction regarding the happenings of 1928. In particular it can be placed on record that there has been a very real rapprochement between this Colony and Canton, thanks to a growing recognition of the fact that it is to the obvious advantage of both to remain on terms of the closest friendship, and the year is closing with a confident feeling that the future will witness even greater amity and co-operation between the two centres. The larger circumstance that Britain and China have placed their relations on a new basis, culminating in the official recognition of the National Government, encourages the hope that the coming twelve months will witness fresh and bigger opportunities for British trade in China and will signalise the deepening of Anglo-Chinese friendship in all its aspects.

If we take a glance at world conditions, we find that the outstanding happenings of 1928 have been of none too cheery a character. There has been a long record of disasters on sea and on land, and although none of these has reached cataclysmic proportions, many have caused considerable loss of life, much damage to property and a great deal of hardship and privation. Earthquake shocks have been recorded in practically all parts of the world, the most serious being in Mexico, the Balkans, Greece, Chile and the Philippines. Of volcanic eruptions, there have been several, in which connexion those in the Dutch East Indies and the abnormal activity of Mount Etna may be recalled. Of typhoons, the Philippines have experienced the worst for many years, whilst hurricanes have done tremendous damage in the West Indies, the east coast of the United States, and in England. Hongkong, happily, has had almost a record year so far as immunity from typhoon blows is concerned. There have been floods in numerous parts, notably in the United States and in Belgium. Amongst shipwrecking disasters, the sinking of the Vestris looms up most prominently,

and mention may also be made of the mysterious disappearance of the Asiatic Prince, with all on board. The stranding of the White Star liner Celtic, now apparently a total loss, and the series of misfortunes which has been suffered by the fleet of the China Merchants Steam Navigation Company may also be referred to. In the realm of aviation, the worst happening of the year has been in the Italia disaster, whilst the fatal attempt of Lieutenant Macdonald, a former Hongkong boy, to fly the Atlantic in a Moth machine, has to be added to the list of tragedies. On the other side of the picture, however, the year has been marked by quite a number of real aerial achievements, in which category must be placed the epic double journey across the Atlantic by the Graf Zeppelin, Hindler's flight to Australia in fifteen days, and the accomplishment by a British airman of the record speed of 319½ miles per hour.

Happily, in the world of international politics there have been no serious untoward happenings during the year, with the exception of the regrettable clash between China and Japan in Tsinanfu, and such war clouds as have appeared on the horizon have soon been dissipated. China can look back on the last half of the year as marking a very definite stage in her progress and advancement, whilst there are hopes of the German reparations problem, the biggest of the war issues remaining unsettled, being finally adjusted in the near future. For Britons, the year ends with the dark cloud of His Majesty's serious illness still casting a gloom over all parts of the Empire, and there will be a unanimous and earnest hope that, in spite of the less satisfactory news to hand, our beloved monarch may soon show such an improvement as to be finally out of danger.

The Tariff Treaty.

The published text of the Sino-British tariff treaty reveals an agreement following much the same lines as those concluded by other Powers, and as satisfactory as could perhaps be expected in the circumstances. In accordance with her well-known Declarations, Britain has recognised the principle of complete national tariff autonomy, while most-favoured-nation clauses are included. The term most-favoured-nation is rather misleading, since it means no more than that no country will be given preferential treatment to the detriment of British traders in China, and Chinese traders in Great Britain. Incidentally, there are means of evasion, not honourable, if difficult to challenge. The all-important question of the abolition of likin, upon which the Powers originally agreed tariff autonomy should depend, does not figure among the articles of the Treaty, but is dealt with in one of the several annexes, Sir Miles Lampson drawing attention to the National Government's proclamation of July 20th, 1927, announcing the intention, as soon as possible, to take the necessary steps effectively to abolish likin, native customs dues, coast trade duties, and all other taxes on imported goods, whether levied in transit or on arrival at their destination. The British Minister asks for, and is given, the assurance that the National Government intends that goods having once paid the import duty under the new or any subsequent schedule will be freed as soon as possible from illegal internal levies. Without acknowledging the role of carping critic, the phrase "as soon as possible" seems to us capable of very wide interpretation to say the least, and therefore, unsatisfactory. It seems to be an admission by the National Government that their power in the land at the present time is not such that they can promise to carry out abolition within any specified period, while there is no guarantee that effective steps will be taken at once in those territories where their edict holds good. There has, for instance, been no real effort made in any contra which might be taken as a gesture of good faith and desire to carry out obligations. This is not the time, however, to be unduly suspicious. We can only watch the trend of events and trust that these will disclose China's earnest intention of carrying out her professions.

DAY BY DAY.

HENCE IT HAPPENED THAT ALL THE ARMED PROPHETS CONQUERED, ALL THE UNARMED PERISHED.—Machiavelli.

Lieutenant H. C. Guernsey has been appointed to H.M.S. Sandwich.

Mr. J. P. Warren was a passenger on the Katori Maru, which arrived yesterday.

We have received a copy of the prospectus and syllabus of the Diocesan Boys' School.

The motor vessel Nippon (Swedish East Asiatic Co.) is due here from Dunkirk on January 31st.

The Exchange Banks will be closed to the transaction of public business on Tuesday, January 1, 1929.

About Hong Kong

Do you know that—

The Colony's Chinese population when the British took possession in 1841 was only 5,650.

Of these, 2,650 were villagers and fishermen scattered about in twenty hamlets, 800 were living in the Bazaar (opposite the present Naval Yard), and of the rest 2,000 were living in boats in the harbour.

The returns for 1927 show the Chinese population to be estimated at 977,500.

It is notified that the name of the Great Western Hotel Company, Limited, has been struck off the Register.

Khan Sahib Nawab Khan and Sirdar Sahib Mohinder Singh have been appointed Assistant Superintendents of Police.

The Chinese Seamen's Associated Union will formally come into existence on January 1st, when the Union's flag will be hoisted.

The s.s. Royal Prince, from New York, sailed from Shanghai, yesterday at noon and is expected to arrive here on Monday at daylight.

Messrs. Thornycroft, the shipbuilders, issue a calendar showing some of the ships they have built and also their engines. The local agent is Mr. R. R. Roxburgh of Union Building.

His Excellency the Officer Administering the Government has appointed Private John Burian as Medical Officer in the Hongkong Volunteer Defence Corps, with the rank of Lieutenant.

Among passengers on board the s.s. Katori Maru from Japan, and sailing for Europe to-day, is Senator M. A. de Brimal Festosa, Brazilian Minister from Tokyo, transferred to Belgium.

Premises at Nos. 328, 330 and 332, Des Voeux Road West, the property of the China Navigation Co., Ltd., have been approved general bonded warehouses for the warehousing of dutiable liquors.

The Saturday half holiday finds the local cinema each showing a picture for the last time. There is "The Divine Woman" at the Queen's, "Seventh Heaven" at the World, and "Paris at Midnight" at the Star.

Two lots of Crown land are to be sold at the P.W.D. offices on January 14th. They are Kowloon, land Lot 2,165 (area about 15,000 square feet, upset price \$8,000) and Kowloon Inland Lot 2,166 (area about 2,108 square feet, upset price \$3,162).

As a result of a match fire on the hillside near Sheung Shui, a Chinese woman was burned to death on Thursday night. Her remains were removed to the Kowloon Mortuary yesterday. A cow, valued at \$40, belonging to the woman, was also burned to death.

The continuous movie performance at the Star Theatre will be discontinued as from to-day. Commencing to-morrow, two performances a day will be given at 5.15 and 9.20 with a new orchestra in attendance at each show. Complete changes of programmes will take place on alternate days at the World and Star Theatres.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Tamatave 2, Baghdad 1, (1); Cholera, Pondicherry (3), Bangkok 9 (3), Canton 2 (1); Small-pox, Basrah 5 (3), Pondicherry (2), Samarinda 8 (2), Phnom Penh 13 (8), Shanghai (14), Canton 7, Macao (1), Baghdad 5 (10).

THE CITY OF MELODRAMA.

Some Impressions of New York.

Mr. Collinson Owen, novelist and dramatic critic of the London Daily Telegraph contributes the following impressions of New York to the Christian Science Monitor:

A week in New York! Not "A week in lovely Lucerne," certainly. But how much more interesting—And how impossible to say in the compass of a few words what one feels about it.

Before I landed in New York many Americans here and there, had said to me: "Of course, New York is not America. Remember that. It's not the real America. It's too cosmopolitan."

I used to wonder what was worrying them. I knew New York was all right, even though I had never seen it. Different from London or Paris, of course. That was to be expected, and desired. But a very wonderful city indeed. Everybody knew that. So why all this qualification about it—why all these warnings?

"Don't judge America by New York." As though one would. And as though it would matter if one did.

Well, well. One learns. Despite a lifetime of disillusionment, of never finding any place what one had previously thought it. I had a fixed idea about New York which no amount of veiled warnings would disturb. And now I must admit that the Americans who tried to prepare me knew their America and their New York better than I did.

New York is wonderful. But it isn't what one imagined it to be. It is in some ways incredibly magnificent. Yet in many ways it is very disappointing. I think that when one calls it a melodramatic city the right and just comment has been made.

It is probably the high quality of American magazine advertising that is responsible for any misconceptions—all to New York's advantage—which the English may harbour about America's first city.

Everybody knows those magazine advertisements. Whether they concern fountain pens, motorcars, or merely linoleum, they all give the impression of a world elegant, refined and splendid, inhabited exclusively by the most charming people. If an American manufacturer advertised a brand of "hot dogs" in the magazines he would do so against a background of the very best society. "Hot Dogs in the Home" would be very pampered dogs living in very splendid homes. No English observer reading about them would feel that they were merely sausages.

In my innocence, then, having seen aristocrats consuming breakfast foods, and patricians looking most concerned over the question of ice-cream freezers, I was prepared to find New York all that London is as a well-managed city, with all the magnificence of towering architecture and the pleasing display of newly acquired wealth added to London's sober qualities. But New York is nothing of the kind. No traveller's description that I have read gives any real indication of it. Nor, I am afraid, will this.

But let us nibble at the subject. There are large sections of what one may fairly call central New York which have much of the aspect of a gold-rush town that has been thrown together in a hurry and allowed to stay like that. In these regions—important business regions—there are shabby pavements, holes in the streets and a general air of municipal inefficiency. This was the last thing I had expected. Of late years, since the war, I had grieved to feel that London's Strand was a rather shabby old thoroughfare, unworthy of its name and fame. I had wondered, sometimes, what Americans felt as they walked down it. I shall never worry unduly again.

Yet this, alone, is an absurdly inadequate idea to give of New York. Near this shabbiness and untidiness, which are now of considerable antiquity, there exist regions of magnificence of which it is impossible to give an adequate description. One discovers Fifth Avenue and at once agrees that here is something really worth talking about. That impression is heightened by some of the vistas of magnificence, and groupings of audacious buildings, that tower up near Central Park: soaring masterpieces of stone and steel which surpass in conception anything that the Gothic masters dreamed of—and are hotels, not cathedrals! And the climax comes with Park Avenue.

In the most striking section of that majestic thoroughfare, the

buildings are not, as New York goes, of enormous height. They are principally what are known as apartment houses—flats—of about sixteen stories. They are built of dull red brick, with sparing ornamentations of stone, and never since the world began has brick been used so effectively.

These communal places are masterpieces of restraint and good taste. They are only a few years old. Fifty years should add greatly to their beauty, although there is plenty of that already. They are steel inside and they are built over concealed railway tracks that run far beneath them. If you think of how it is all done, they are as material as anything that architecture has given to the modern world. . . . And some of the flats inside them are rented at \$50,000 a year!

An incredible city. A city with its swarming populations of Russian Jews, Italians, Slavs and every other kind of people; with its town of coloured people at Harlem, and on the other hand the chaste majesty of Park Avenue: Flats at \$10,000 a year—and policemen who walk up and down twirling their very formidable looking clubs. Never has there been such a city of contrasts, such a mixture of East and West Side. New York is one long melodrama.

One evening I walked through the astounding press of Broadway, at the section where the Great White Way is at its whitest, reflecting on these things. The stunning effect of towering buildings has now worn off. After a day or two one no longer gazes upward merely because buildings are high. One accepts them. Only when some newly discovered example of architectural audacity or majesty discovers itself does one remain to gaze.

I was observing instead, the varied crowds in the streets and thinking that perhaps my various American acquaintances who had tried to prepare me for New York were right. There were scraps of O. Henry in my thought, my friends assure me that O. Henry's New York is largely gone—and memories of Potash and Perlmutter. Also a few thoughts on that amazing recent book, Herbert Asbury's "The Gangs of New York," which must surely be one of the most interesting social documents ever written.

The whole situation is really very bewildering. This question of politeness, for instance. One had long been accustomed to believe that there was very little politeness in New York.

I found a great deal in my hotel, in shops, in all sorts of places. It is true that I was very polite myself. But everywhere I received full measure in return. On more than one occasion the fact that I was a stranger and an English one at that—brought its special touch of pleasantness. . . . It is true, all the same. I think that if one were not polite in New York the "come back" would be very swift.

There is a very charming phrase which runs like a refrain through New York life as I found it. It is the equivalent of the "ik you" of London and the "merci bien" of Paris. It is, "You're welcome." You buy something, or ask for something. The transaction is done. You say "Thank you"—to shop assistant, clerk, doorkeeper, or what not—and at once comes the complement, "You're welcome." There is an Old World touch about it that is as unexpected as it is delightful. My suspicion is that in essence the Americans are as polite as any people in the world. For years, when their country was in the making and they were on the defensive, they concealed it. But now that all is well it comes forth. . . . Human nature is very much the same everywhere.

So one might go on. . . . New York, with its everlasting clang and clamour coming up to one's twelfth storey bedroom hours after one has gone to bed: fire alarms, the elevated, the screeching brakes of taxis. New York, with its seething crowds of citizens who seem foreign in a world that speaks English: its magnificence and its drabness: its brusqueness and its politeness: "You're welcome!" its astonishing wealth and its hard-working multitudes: its flourishing criminals and its earnest idealists: its many descendants of Old Country stock who never forget their origin, and who would not care a potato peeling if they did—there never was a city like it. A thrilling melodrama, day and night, and more like the movies than the movies can ever hope to be.

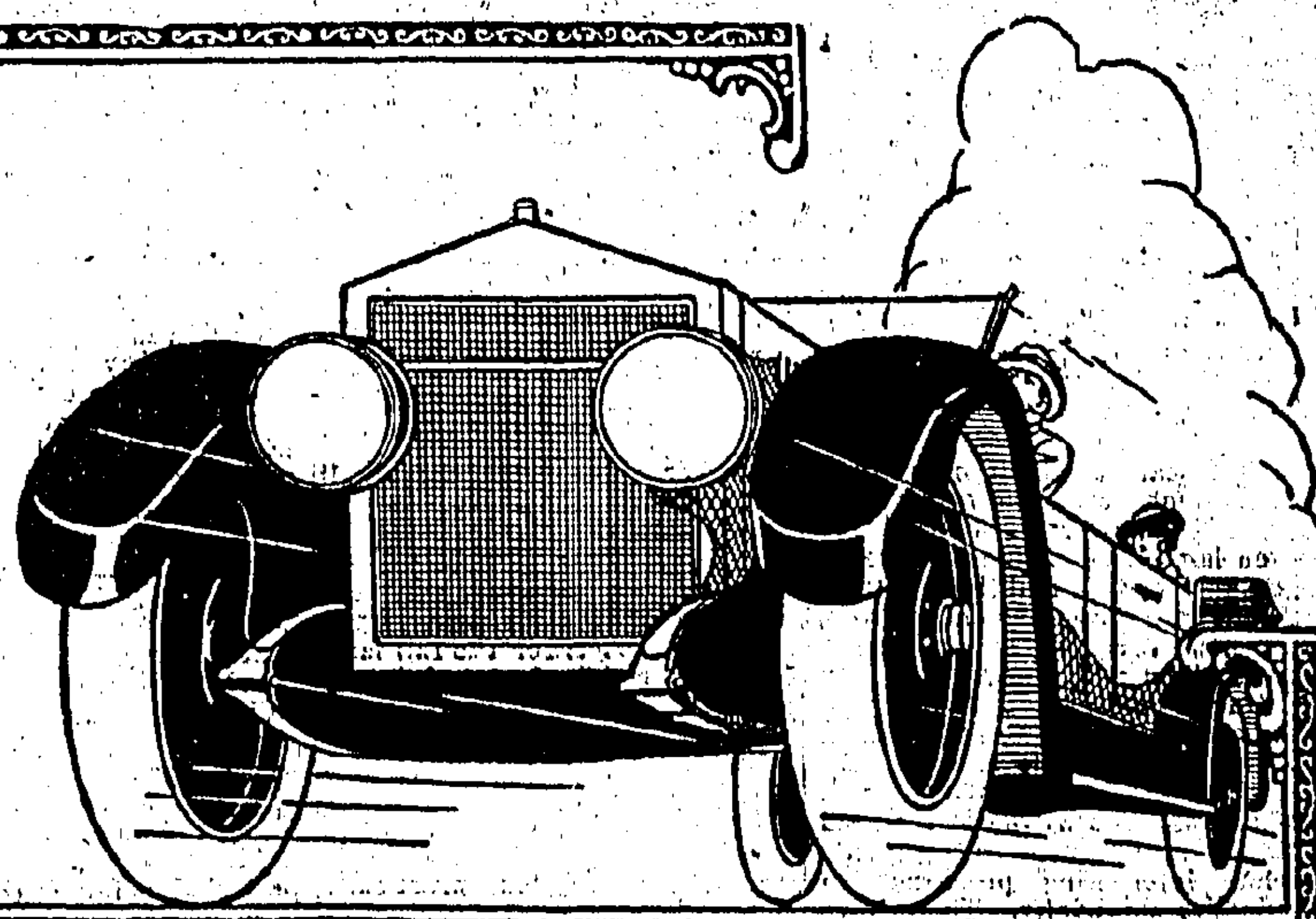
In our account of the construction of a new block of buildings on part of the Victoria View site we said that after consultation with Mr. Alfred J. Lane, architect of China Building, plans have been prepared by Mr. S. L. Au and Mr. C. Y. Chiu. We should have made it clear that Messrs. Au and Chiu are draughtsmen, employed in Mr. Lane's office.

Mr. Jack Buchanan has taken charge of the Hongkong office of Messrs. Thomson & Co. Chartered Accountants, in place of Mr. B. O. Blaker.

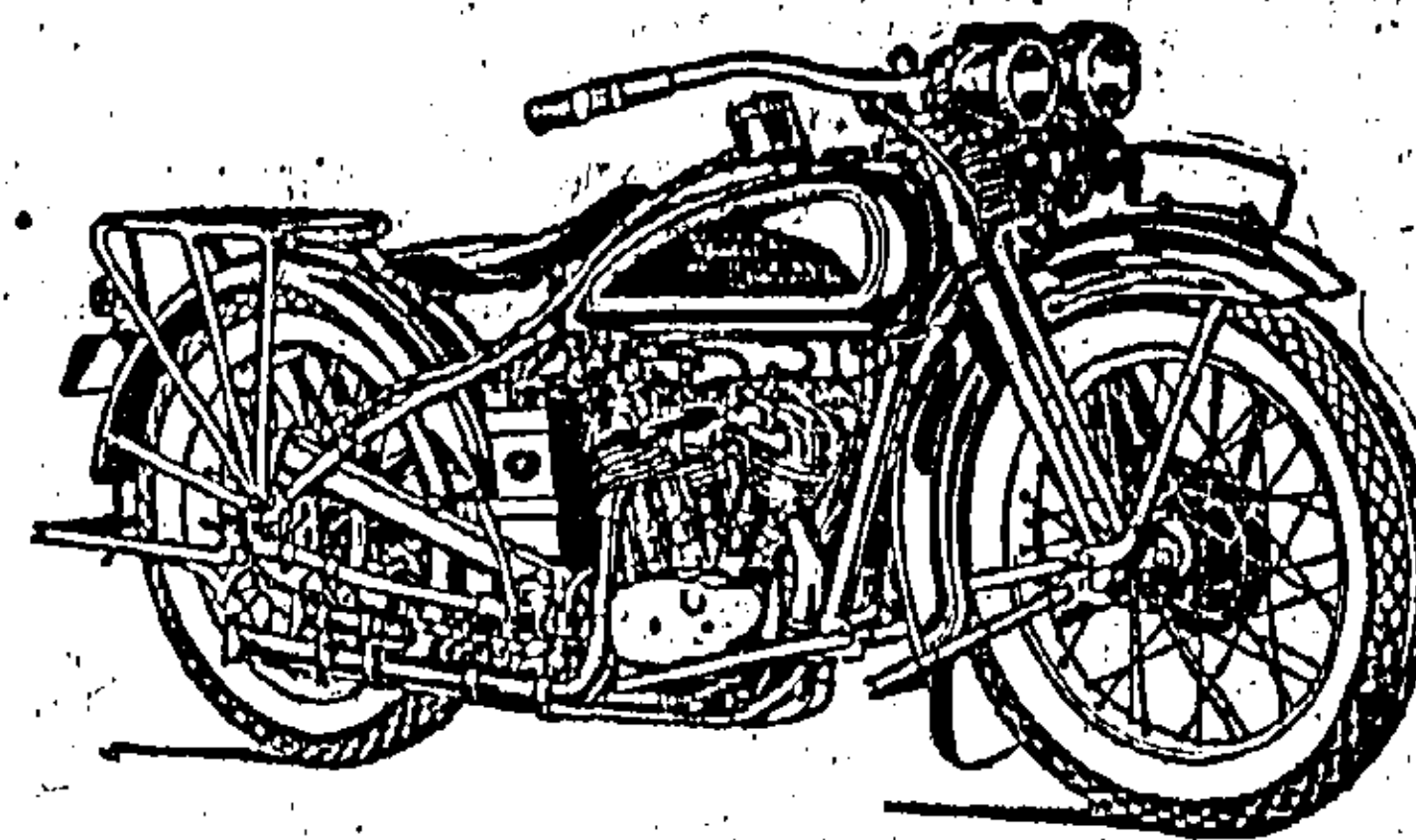
A calendar comes to hand from the Manufacturers Life Insurance Company of Canada, for which Messrs. Arnold and Co., Ltd., are the local agents.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 29th DECEMBER, 1928.
Being the Official Organ of
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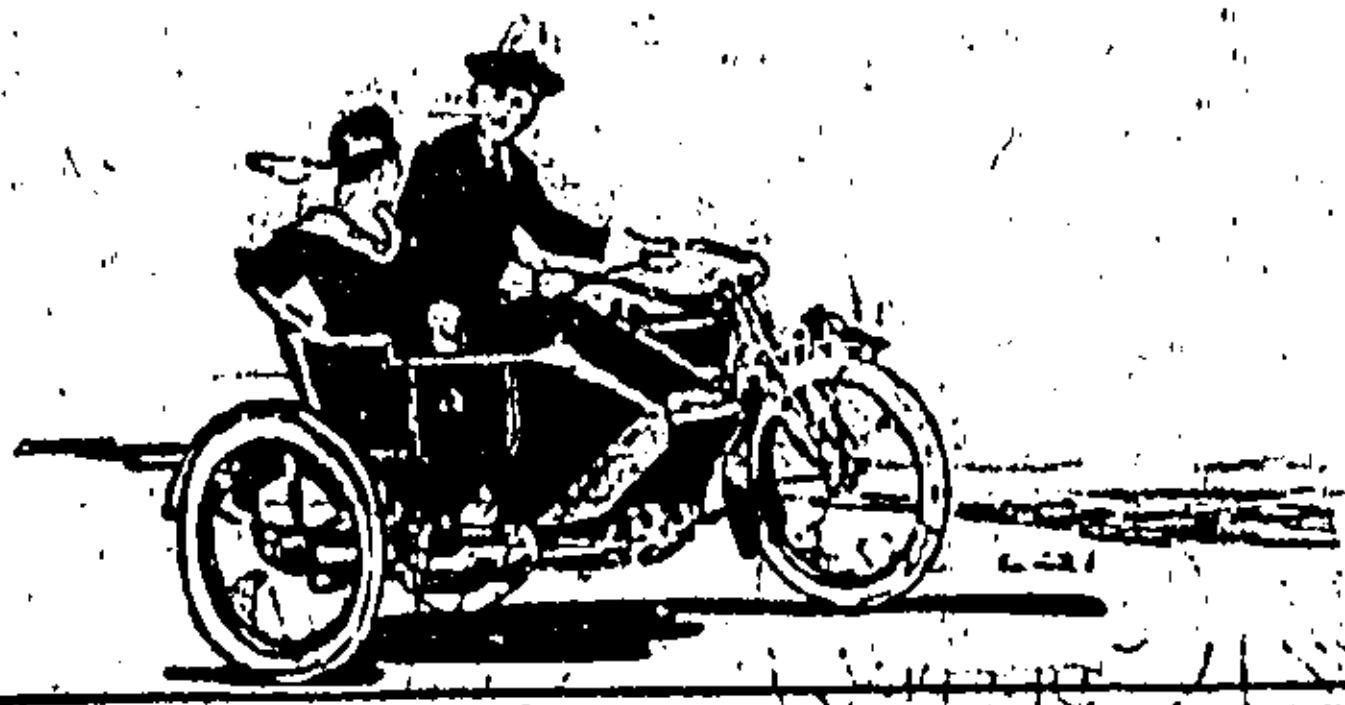
In trying to solve its parking and garaging problems, Chicago (U.S.A.) is experimenting in many ways.

Many new flat buildings there now include a garage on each floor for the convenience of tenants. The cars are taken up by elevators, and occasionally by ramps.

A number of office buildings have been constructed, in which parking space is provided on the roofs. Heights of these buildings have been limited to 18 floors.

Plans for the future include underground garages, basements in office and flat buildings for parking, special type roofs on office buildings to store cars, combined garage and office buildings, and ramps in office buildings, so that cars may be driven up and parked on the same floor as the owners' suites.

To escape the dangers of exhaust fumes, special ventilating systems are being installed in buildings and tunnels.



CURRENT COMMENT

Greetings.

The President and Committee of the Hongkong Automobile Association extend Greetings and the Compliments of the Season to Members.

The Automobile Association of Great Britain sends Greetings to the Officials and Members of the Hongkong Automobile Association. The Committee and Members of the Chinese Club send the Season's Greetings to the Committee and Members of the Hongkong Automobile Association.

Misleading.

There appears to be no regulation locally forbidding the use of foreign car registration numbers, although the confusion which is able to arise as a result, is certainly a matter which demands attention. One private car runs about Hongkong bearing a Home number plate, in the centre of which is the Hongkong number. By night this is particularly misleading, giving the effect of five numbers preceded by a letter of the alphabet. Surely the great value in number plates is the fact that cars can be immediately identified and traced, if necessary. When licences are issued, it should be definitely laid down that no other number should be exhibited.

Fanling Races.

With a larger number of people going out to the Fanling Races, difficulty is experienced in securing transportation from the station to the course, the few buses that are in the New Territory being insufficient to meet the demand. One or two lorries were used at the last Meeting, but they are not exactly suitable for passenger work. Under the circumstances, the use of these lorries solved the immediate question of how to convey people to the Course, but even so, there were not enough to cope with the whole of the traffic. It might be possible to induce a few public hire cars to go out, and should the fare be a little higher, there could really be no complaint. In any case, it is up to the Officials concerned to make some arrangements for the public—that is, of course, if a large public is desired, and patrons are to be encouraged.

Compulsory Insurance.

Every endeavour is being made at Home to compel owners of motor vehicles to insure against third-party risk. The question has been before the House of Commons on several occasions, but nothing has been definitely settled yet, as there are many difficulties to be overcome.

In Hongkong.

A few months ago a compulsory insurance scheme was suggested for Hongkong, in the first place it being intended to deal with public cars, but later on private vehicles

were also included. We understand that the scheme has now been dropped. There can be no question but that every owner should be fully covered against third-party risks, because even the most cautious drivers are liable to meet with serious accidents.

Most Important.

The most important point is that every owner is not in the financial position to meet any legitimate claim which may arise as the result of an accident, and the position may arise where a member of the public is seriously injured, and yet the individual responsible for that injury, may be quite unable to bear the burden of paying adequate compensation. Insurance covers that responsibility, and in justice to everybody, whenever a car is bought, the owner should fully appreciate, and make provision for his responsibility.

Mule Carts.

We have frequently referred to the obstruction caused by the unwieldy coolie-drawn trucks, as well as to the damage they do to the roads. One of the main points has been that of obstruction of the holding up traffic in busy streets due to the slowness and awkwardness of these vehicles. Now, our attention has been drawn to another form of obstruction, namely, Military mule-carts. These are employed in the transportation of stores, etc., up and down the Peak, via Stubbs Road, and motorists are complaining of the obstruction caused when a line of these carts are on the road. Usually a string of mule carts climbs the Stubbs Road, and for considerable distances, a line of motor cars may be seen slowly following in low gear. The cars are obstructed for several minutes, because on account of the many bends in the road, it is sometimes impossible to pass ahead, especially when there is much downward traffic. Exactly the same happens on the downward journey.

"Mules," Transport, Umpteen.

It is generally understood that mules are employed for Military purposes over rough country, and under such conditions they are without doubt indispensable, but we cannot understand why they should be used on excellent motor roads. Surely the motor lorry is the obvious solution. However, we suppose that "Mules, Transport, Umpteen" have been requisitioned for duty in the hill districts of Hongkong, and that it has yet to dawn on somebody at the War Office that the hills of Hongkong are traversed by some of the finest motor roads in the world. In the meantime, if mule carts must be used, we think that the Transport Officer might give the order that they proceed at intervals of not less than one hundred yards between each vehicle. This would eliminate the major part of this obstruction.

WARLIKE USES.

Armoured Cars Built for U.S. Cavalry.

PONTIAC'S NEW SUIT.

The latest addition to the United States Cavalry is an armoured car troop. Just as the infantry found tanks effective in combat, and has adopted them as part of its armament, the Cavalry has found armoured cars similarly useful, particularly for reconnaissance purposes. Upon completion of the War Department's exhaustive tests to find out what cars were best able to withstand the rigorous stress of army life, two stock General Motors cars—a Pontiac six-cylinder and a LaSalle eight—were chosen as the most practical for military purposes.

Carries Three Men.

The light armoured car is a Pontiac six-cylinder, carrying a crew of three men (one driver and two gunners). Its armament consists of 30 calibre machine guns, rear gun on anti-aircraft mount, with a cruising radius of 150 miles. The car is armoured against 130 calibre bullet in front of the driver. The car carries 5,000 rounds of 30 calibre ammunition. The windshield has been removed, and one-fourth inch armour installed in its stead. This armour is of height sufficient to permit the driver to look easily over the top. A belt of armour also covers the back of the front seat. A machine gun is mounted over the windshield, in position to be served by the gunner sitting next to the driver. The tonneau is open, and has a machine-gun mounted on it ready for fire against aircraft or ground targets. The car is equipped with two removable seats in the tonneau to provide for additional men if necessary.

The medium car is a LaSalle eight-cylinder, armed with a 30 calibre machine gun. The one-eighth inch armour plate is proof against the service bullet at all ranges above 80 yards, and against the armour-piercing bullet at ranges above 780. There are ports in the armour for pistol or rifle fire.

The speed of both types of car on the road is the same as their touring cars in their class. There is a folding armoured top, which can be closed so as to afford overhead protection when needed, but ordinarily the top will be open and the crew will fire over the sides.

OUTBOARD BOATS.

Sydney Club Formed.

ENTHUSIASTS JOIN.

The growing popularity of outboard motor boating has forced upon participants in this sport the necessity of forming a separate club, and to meet this end Mr. Arthur Gurr a well-known flying man and speed enthusiast, has founded and registered the New South Wales Baby Hydro-plane Club.

The club will be a purely mobile one with temporary headquarters at 129 Pitt-street, Sydney. Already over 30 members have been enrolled, and Mr. Gurr expects to increase the membership to more than a hundred very soon.

The object of the club will be to donate prizes and hold races at regular weekly intervals on different parts of the harbour and such other places as will prove satisfactory.

A meeting will be held at an early date to elect officers, and Mr. Gurr feels assured that the club will be a success.

The chassis is similar to the standard G.M.C. T-40. Two canvas sand screens are placed on either side of the body from the top of the front of the fenders and down to the rear of the running boards. The body is of standard well-side type, with fenders fitted at right angles.

THE NEED FOR VEHICULAR FERRIES.

Sessional Paper Admits Desirability.

For some years, the question of providing modern and adequate vehicular transportation across the harbour between the Island of Hongkong and the New Territories on the Mainland, has been frequently discussed, the opinion being generally expressed that an improvement in the present system is essential.

The view expressed in the Sessional Paper recently laid before the Legislative Council, came therefore, as a great disappointment to many commercial firms who use motor vehicles for the transportation of merchandise, as well as to the large number of local residents who, owning motor cars, have been eagerly looking forward to the time when the Mainland would be linked to the Island by means of a vehicular ferry service.

The Report itself, reveals ample justification for the immediate adoption of the scheme, if only in a modified degree, as the following extracts show:

"There is considerable cross harbour transport of goods and materials in lots of less than five tons. These are principally for local consumption and include general merchandise, piece goods, provisions, wines, tobacco, and cigarettes, dairy products, fruits, mutton, poultry, vegetables, fruits, fish, household furniture, etc. The cost of transport on a number of the above articles is at an agreed rate per package, crate and/or basket; in such cases, it has been found difficult to compare the costs by present methods with the cost of transport via vehicular ferry."

It may have been difficult to compare the costs, but it is surely obvious that it would cost a firm far less to drive its own lorry to Kowloon, load cargo with its own employees, than to engage labour on the other side, hire a junk, unload on to the Praya, and then load on to this side. We should imagine that a true comparison would leave no possible doubt as to which method would be the most expeditious and economical.

The Report goes on to deal with market produce, fish, cattle and swine, the comment in regard to these being:

"It is considered that the vehicular ferry deal with this traffic in the early morning and offer better facilities than exist at present."

Other statements admitting the necessity for the provision of vehicular ferries are:

"Part of the fire fighting appliances of the Colony are located in Hongkong, the remainder in Kowloon. A vehicular ferry would provide facilities for utilizing almost the full resources of the Fire Brigade on either side of the Harbour."

A vehicular ferry would facilitate the transport of prisoners and hospital cases between the Island and Mainland. An average of about 50 stretcher cases per month are transported across the harbour. The present method of handling cross harbour patients is very unsatisfactory and would be eliminated by a vehicular ferry. It is estimated that the Fire Brigade, Police and Motor Ambulances between them would do at least six to a dozen trips each way daily.

The proposed ferry installation would be of some service to the Post Office and the Imports and Exports Department. There are about 1,800 private and public motor cars and cycles in the Colony. The general opinion appears to be that these vehicles would be transported across the harbour in much greater numbers if improved facilities were provided at a passage rate

attractive to the owners of the vehicles."

And finally, there is the Report of Messrs. Goode, Fitzmaurice, Williams and Mitchell—Harbour Development Consulting Engineers, which was presented over four years ago:

"We have given consideration to the provision of better facilities for traffic between Hongkong and the Mainland, particularly for vehicular traffic. The only feasible method without great expenditure of money is the provision of ferry boats. There are numbers of these in existence at the present time. Some of the most important are those crossing the Thames, the Mersey, the Clyde, New York Harbour and San Francisco Harbour. We consider the cross traffic between Hongkong and Kowloon is growing sufficiently to warrant the provision by the Government of a good vehicular and passenger ferry service."

If that opinion were justified in the year 1924, it is doubly justified to-day, taking into consideration the heavy increase in local motor traffic, and the rapid development of Kowloon and the New Territories. Even the modernisation of Kowloon as represented by the building and recent opening of the finest hotel in the East, is an argument in favour of providing up-to-date harbour transportation facilities.

One paragraph of the Report opens in the most promising manner:

"The investigations which have been made would indicate that better facilities for cross harbour transport are very desirable."

But hopes are dashed to the ground by its conclusion.

"It would therefore appear that at the present time, a vehicular ferry would be unable to earn sufficient return to justify the cost of installation."

It may be quite correct to say that a vehicular ferry would not earn sufficient return for a number of years to pay for its installation, but it cannot be asserted that it would not justify itself. The justification lies in the step of progress its provision would assure, for it cannot be denied that progress is the very keynote of the suggestion. If Hongkong is to remain isolated from the populous districts across the harbour until such time when the expenditure involved on a vehicular ferry shall be definitely guaranteed a sufficient return, those responsible show a lamentable lack of foresight and enterprise.

As a matter of fact, it is highly probable that the immediate return would provide considerably more than maintenance and operating costs, and it will surely be admitted that traffic must increase as the years roll by.

There is a broader and wiser aspect than the mere return on capital expended. The development of trade in general, and the motor vehicular trade in particular should be taken into account. The fact that a much wider motoring area would be thrown open to motorists would prove an inducement to many more people buying cars, and from this angle alone, there is the increased revenue from licensing taxes.

Primarily, the progress and development of the Colony of Hongkong demands that the present barrier which divides it into two separate traffic areas should be removed, and the only way of removing that barrier is to adopt the scheme of the experts who compared Hongkong with other equally important cities in the world, and then came to the

TO FIND WATER.

Special Truck Fitted.

OPENING NORTHERN ROUTE.

For service in Central Australia and the territory beyond, a G.M.C. truck has just left Melbourne for Oodnadatta. The truck is going into the interior of the continent primarily on a water-finding expedition. Bore will be made as circumstances warrant, the idea underlying the expedition being the future development and opening up of a through northern route.

The vehicle selected, a G.M.C. model T-40-B chassis, has been

fitted with special body and equipment to meet the exacting requirements. A vehicle fitted with a heavy low-hung frame was required, with a body and driver's cabin built accordingly. Instead of the usual fixed top covering the driver's compartment, a folding canopy type was selected. This will allow the truck to proceed through country that with an ordinary truck type of cabin would be impassable. The wheels are steel spoke single wheel type, fitted with large heavy duty pneumatic tyres.

The chassis is also fitted with an auxiliary petrol tank, 15 gallons capacity, from which an alternative supply of petrol can be drawn in conjunction with the main tank supply by opening a tap provided in the petrol pipe installation. Two extra spare rims, tyres, and tubes are carried. In other par-

IGNITION IMPROVEMENTS.

Systems Are Neater and Better.

FIRE RISKS MINIMISED.

Electrical and ignition systems on current cars show vast improvements over those employed even last year. There has been a general cleaning and tidying up of wandering wires, and the systems are now far neater and more sturdy than ever before.

One of the reasons for this is the practice of wiring the car with better quality cable and also enclosing the ignition wires in a manifold. The wiring of the high tension leads on a car presents some interesting problems in inductive electricity. There have been some manifold arrangements that have resulted in all sorts of strange and weird interruptions of the firing order. The current passing through one of the wires has induced a current in one of

the other wires, with the result that a spark has jumped in the wrong cylinder.

Rigid Rear Brackets

One of the reasons why tail lights refused to remain alight was that the brackets for the tail lamp were not rigidly fastened to the chassis. The relative movement and vibration of the tail lamp on the frame caused the wire to such an extent that it has finally broken. The tail light brackets on most of the cars to-day are so rigid that such a thing is practically impossible.

A praiseworthy development which has taken place in the wiring of many cars, and which incidentally has resulted in lowering the fire risk, is the arrangement of the carburetor and the

other gasoline devices on one side of the engine, while the generator and electrical units are on the opposite side of the motor. This keeps the vapors away from any chance spark that may occur due to a short. Shorts occur from chafed wiring or dampness.

Speaking of chafed wires, they are often found at the battery box. If the battery box is not firmly fastened in the cage the vibration of the car as it goes over the road will make the battery leads chafe against the sides of the box. The result of this kind of a short is apt to be disastrous as far as the battery is concerned if it does not start a fire. The battery that is shorted in this way has a true dead short and the internal heat developed in the battery as a result of this is apt to destroy it altogether, causing the plates to buckle and the active material to drop out of the grids.

Safe in Wet Weather.

All of the cars are better protected as far as the distributor is concerned. The slightest bit of moisture here will cause the car to become as dead and inactive as the most inanimate piece of junk. Motorists of any experience know this full well. A rubber cover that fits over the distributor cap and seals it against moisture is now being used.

The practice of putting the distributor in the centre of the cylinder block, lengthwise, has resulted in shortening the leads to the end cylinder. This reduces electrical lag in the ignition system and at the same time seems to help the regularity of firing.

The practice of concealing the wires running to the head lamps and other external electrical units not only keeps the car neater in appearance but also preserves the wiring against the effect of moisture. On some of the lamps the wiring runs up through the bracket posts that support the lamps.

TO ABOLISH RACING.

Result of Crash.

Following the disaster at the Monza (Italy) track, when 22 people were killed, and 20 injured, when Materassi crashed in the European Grand Prix, car racing with a massed start is to be abolished in Germany.

Short road speed tests, with individual starts, will be permitted.

URNS TO ROADS.

Railway Company's Plan.

A railway company in Sweden is building a private highway, on which it will operate its own buses. The company discovered that for short hauls and light traffic it is more economical to operate buses than to use locomotive equipment.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

WHEN CLUTCH ACTION IS "FIERCE."

Discomfort to passengers from the sudden jerk with which a car starts or accelerates, when its clutch "grabs," in taking up its load, is inevitable. Such clutch action also makes stalling of the engine very likely unless it has first been speeded up excessively and, if it is running fast when the clutch engages, all power transmission parts are terribly stressed by the violent resulting shocks which they receive. Usually, when the clutch grabs, in starting a car from rest, the wheels slip and this causes heavy wear on tyre treads and gradual damage to the tyre structure itself. If grabbing is "chronic" it really reduces tyre mileage seriously. The sudden, violent application of engine power to the rear wheels tends, if persisted in, to loosen them on their keys in the tapered axle-shaft ends, and also puts severe stresses on universal joint parts and upon the teeth of final drive and differential gears. These stresses are destructive enough, even when parts are in good adjustment, but when there is considerable lost motion at universal joint parts, at gear meshings and wheel keyings, the shocks become actual blows and there is real danger of something breaking. Violent clutch engagement may be due either to careless and unskillful use of the clutch pedal or it may be caused by improper condition of the engaging surfaces of a clutch or by incorrect adjustment of operating parts. Many operators never learn to let in their clutches properly, as if they fail to realize that although the pedal may be allowed to move back toward them, during the first part of its movement, as fast as desired, when the point of engagement is about to be reached, pedal movement must be very gentle and gradual. In the case of lubricated clutches (the so-called wet type) this is not so important, but with dry disc clutches, it is extremely so. Motorists changing from cars with wet disc clutches to those with dry plate clutches, particularly of the single disc type should specially cultivate care in the operation of the pedal. There is practically no car being built, equipped with a clutch which cannot be made to engage gently, if it is in good condition and skillfully manipulated. Fabric faced clutches, if the lining material becomes roughed-up, heavily glazed over with greasy dust or worn thin so as to have but slight cushioning effect and so as to expose the rivets, sometimes engage very fiercely even when operated with the utmost care. Washing off the fabric faces with kerosene or replacing them is the remedy. When linings are worn very thin gentle engagement becomes almost impossible, with certain types of clutch.

Priming Oil-Pump.



Question:—Yesterday I drained the oil out of my engine and before putting in fresh oil I cranked the engine over a number of times. Since then the oil gunge has shown no pressure and I have therefore not used the car. The engine will start but the oil gunge hand stays at zero. What should I do under these circumstances?

Answer:—The oil-pump of this engine is not in the oil reservoir, but located outside the crankcase and above it. It is thus not self-filling. Probably air displaced the oil in it, when you cranked the engine over, with the crankcase drained. You can fill the pump by injecting oil into it, through the pressure relief-valve, located just above the pump. Remove the cap of the relief valve and squirt in oil freely, replace the cap, start the engine and the pump should begin to work as soon as air is forced out of it.

NO LAUGHING MATTER.



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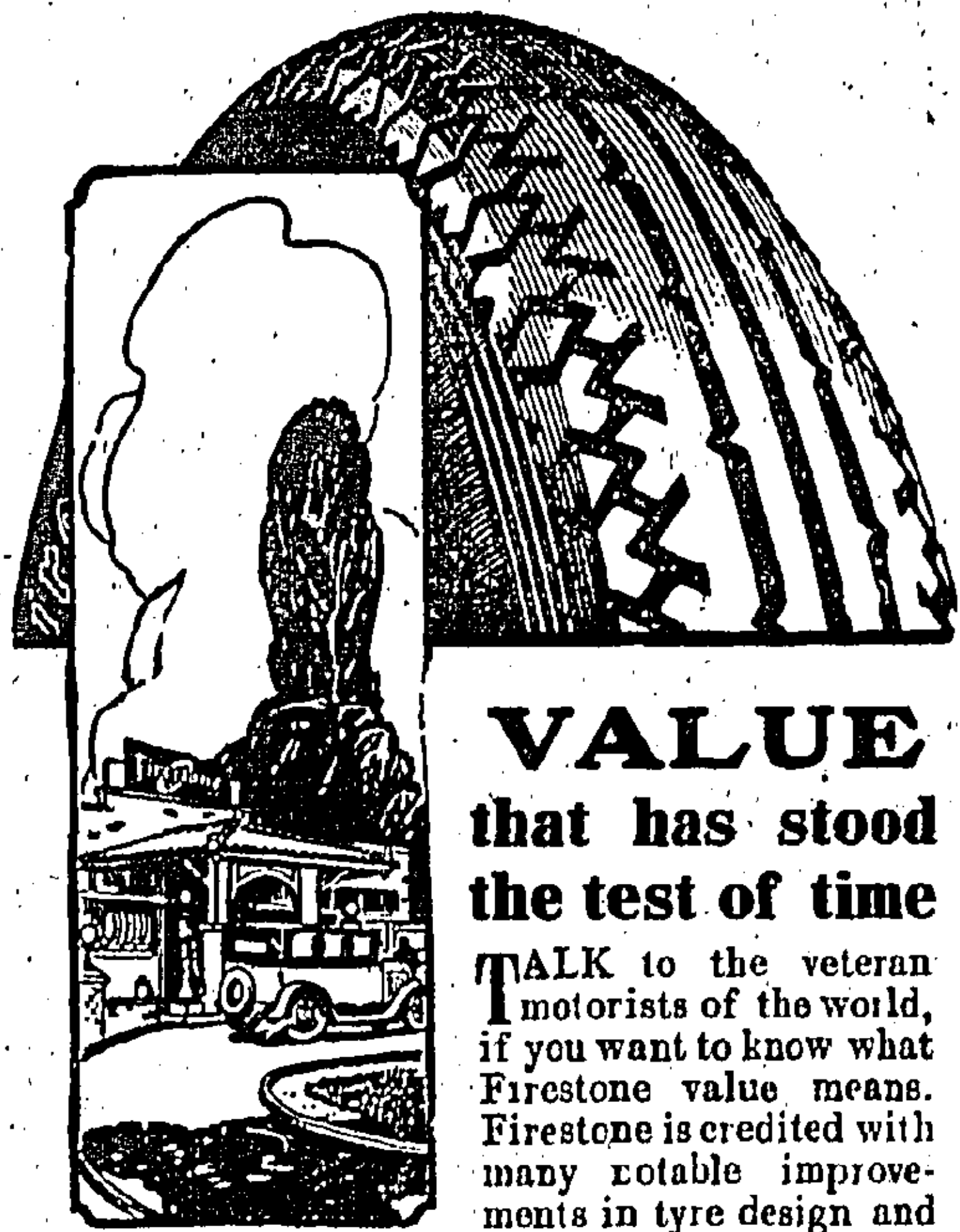
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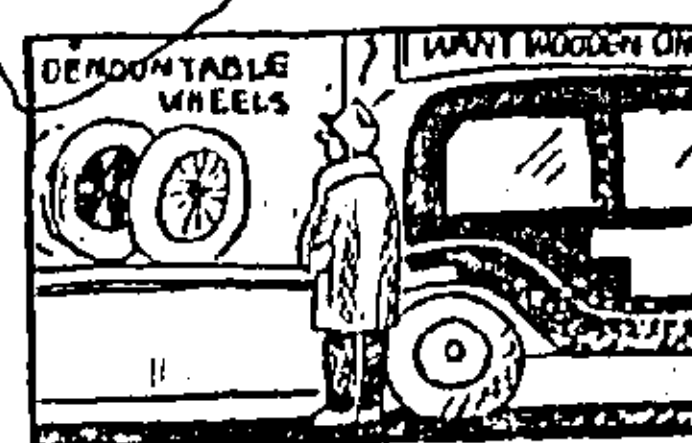
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RED TAIL LAMPS.

Fitted on Policemen's Belts.

Policemen in Mulhouse (Alsace-Lorraine) are now supplied with red tail-lights, which they wear suspended from the backs of their belts.

NO SPEED ADVERTISING.

Curious Law.

After the first of the year, automobile dealers in Washington advertising their cars as doing better than the maximum speed limit of 40 miles an hour, will be classed as reckless drivers and prosecuted as such.

STOP! LOOK! LISTEN!

According to the Automobile Club of Southern California there are 207,231 unprotected railway crossings in the United States.

**THE GIFT OF GIFTS—
A Motor Car
For New Year!**
STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.
*May we deliver one on New Year
Morning?*
THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph.

Pictorial Supplement

December 29th, 1928.

TO OUR READERS

We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



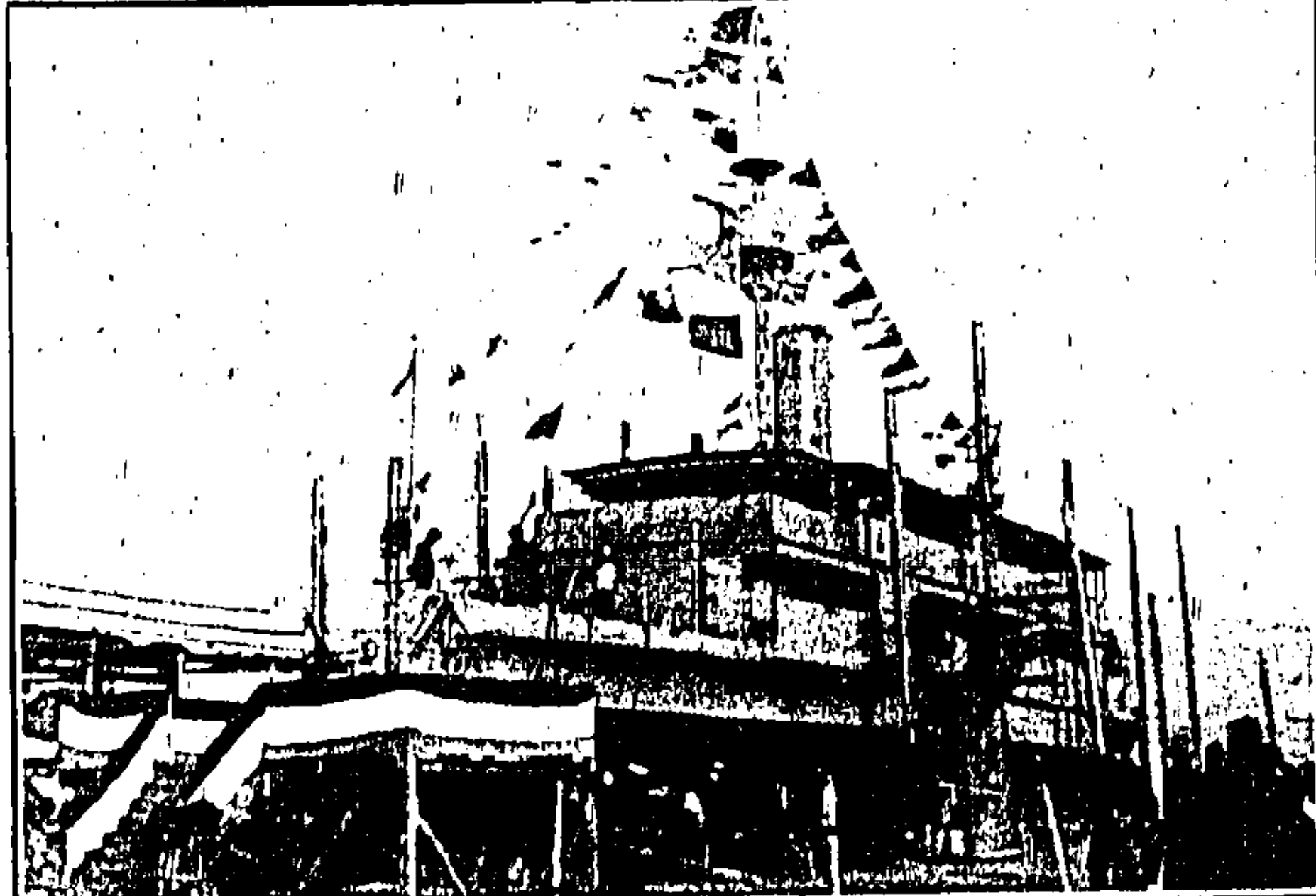
The above photograph was taken on Thursday last, when the new Chinese gunboat Kien Yu was launched at Messrs. Bailey's shipyard. The boat has been built for the Chinese Government. (Photo: A. Leung).



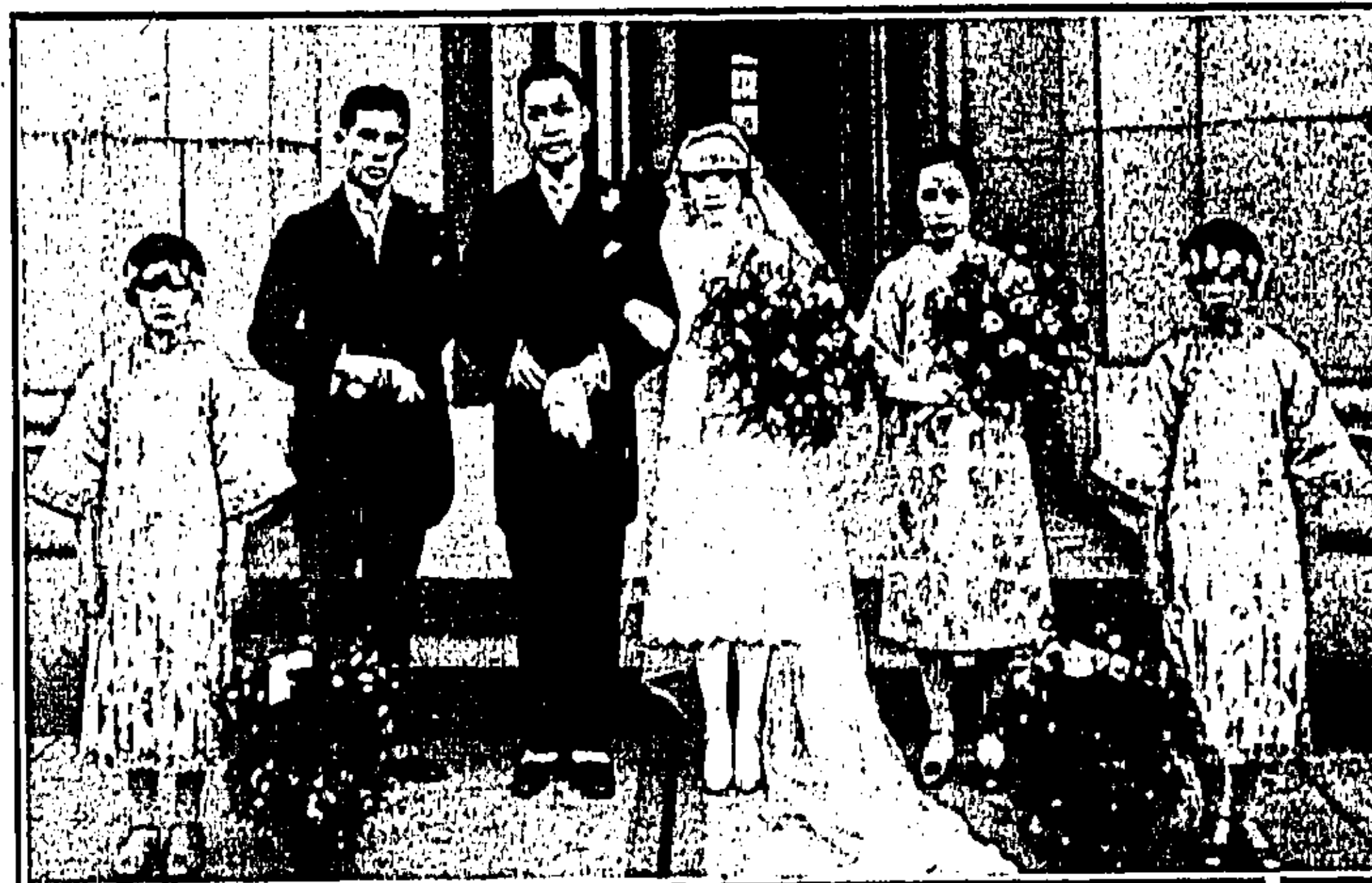
Among the newcomers to the ranks of local football this year are the Lam Long teams seen above. They are playing very successfully in the Mid-Week League. (Photo: Ming Yuen).



Mrs. R. E. Tottenham, who, by defeating Miss Enid Lo, has again won the Ladies' Tennis Championship.



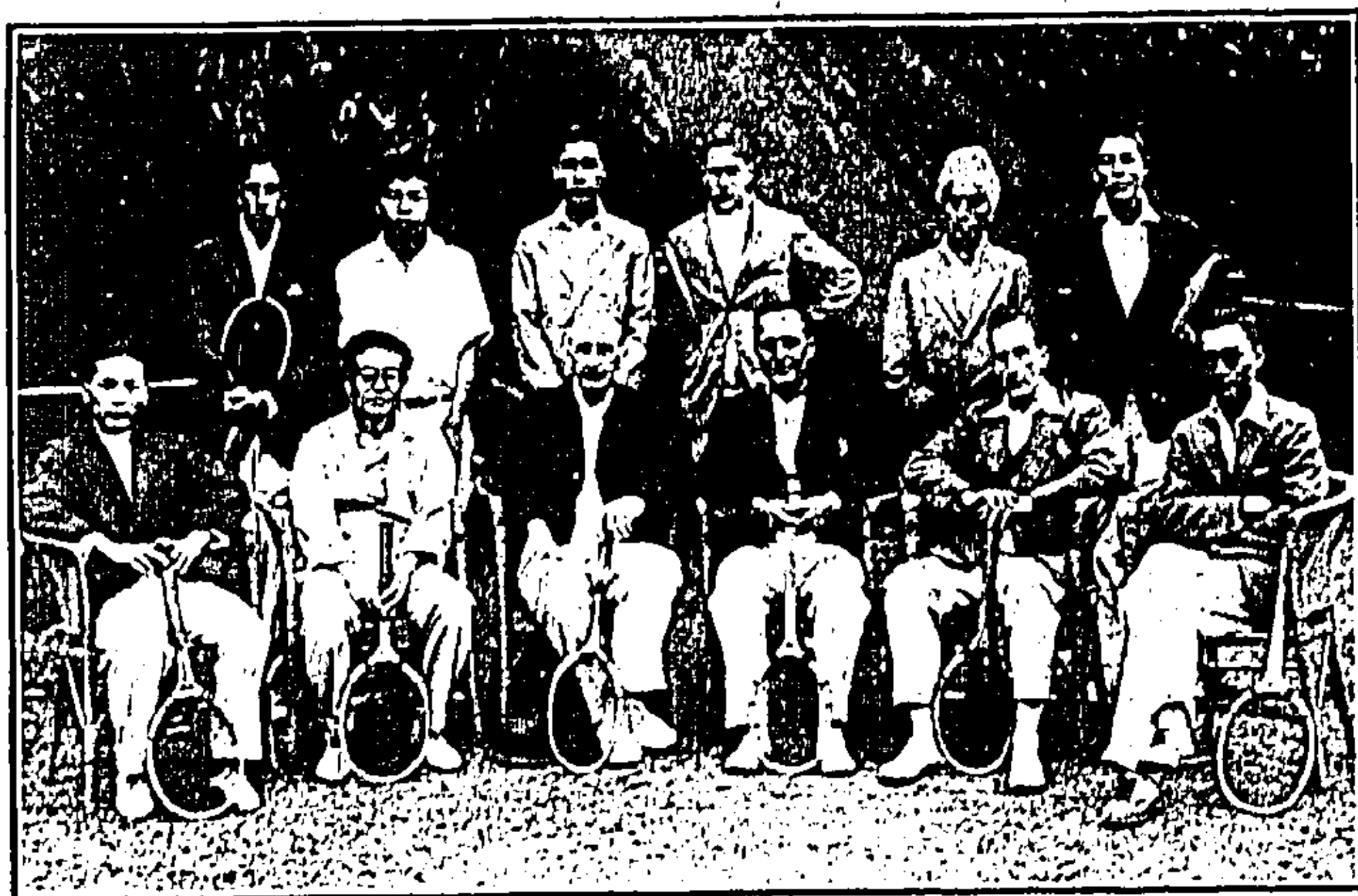
The new Chinese gunboat Kien Yu, built for anti-piracy work on the Canton Delta, was launched at Messrs. Bailey's shipyard on Thursday last by Mrs. Li Chai-sum. (Photo: A. Leung).



Photograph taken after the wedding at the Supreme Court, of Mr. Ko Yeung-hung, of the Registrar's Office, and Miss Choi Ping-yi. (Photo: Ming Yuen).



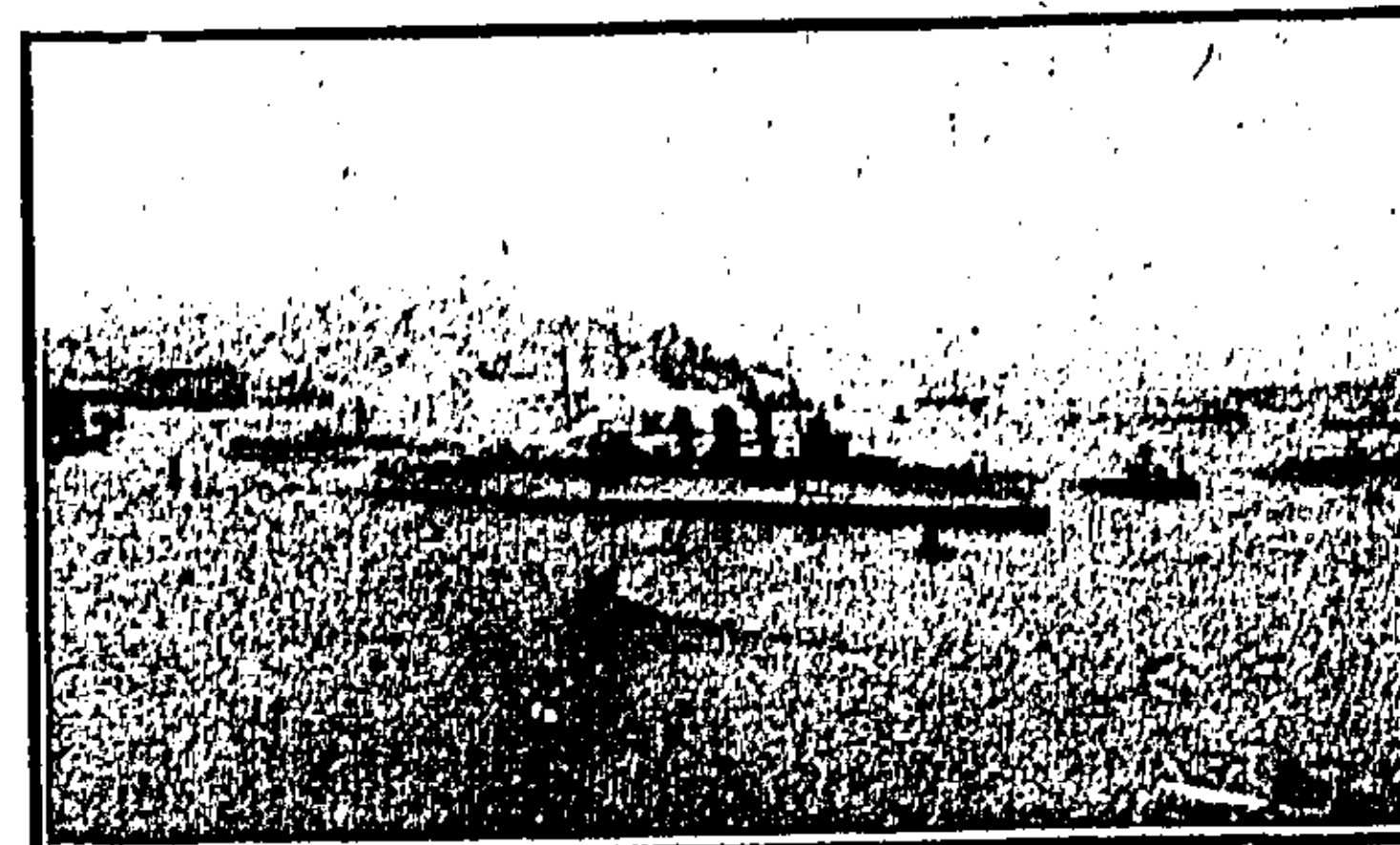
Miss Enid Lo, who was beaten by Mrs. R. E. Tottenham, in the final of the Ladies' Tennis Championship.



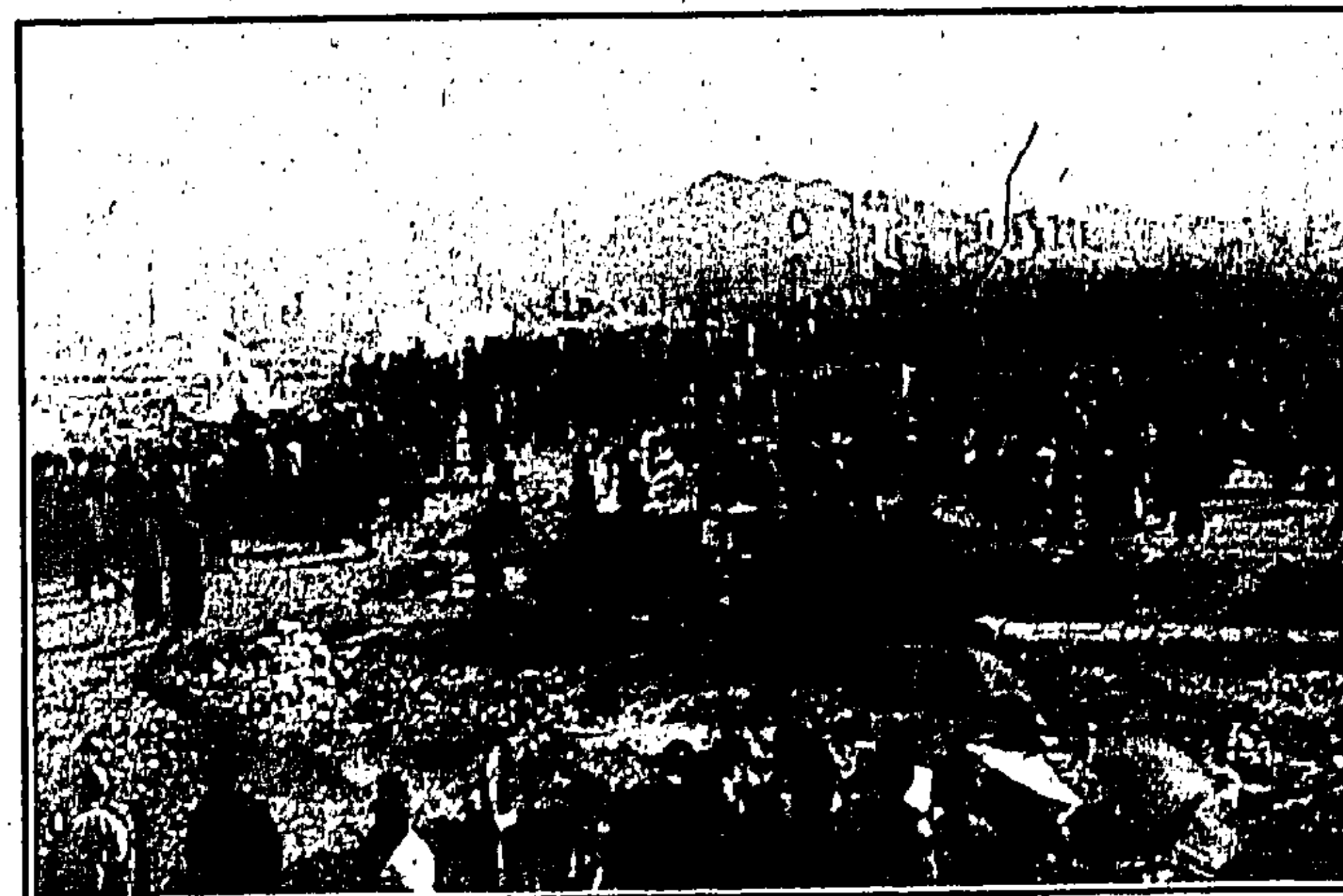
Masters and pupils of Queen's College who took part in a recent tennis match. (Photo: Mee Cheung).



The latest photograph of Mr. Chan Ming-shu, who has just been sworn in as the Civil Governor of Canton.



Interesting snapshot of H.M.S. Kent, firing a salute as she came into Hongkong from the north last week.



Huge crowds of Chinese visited the burnt-out part of Kongmoon after last Saturday's disastrous fire. Very extensive damage was done.



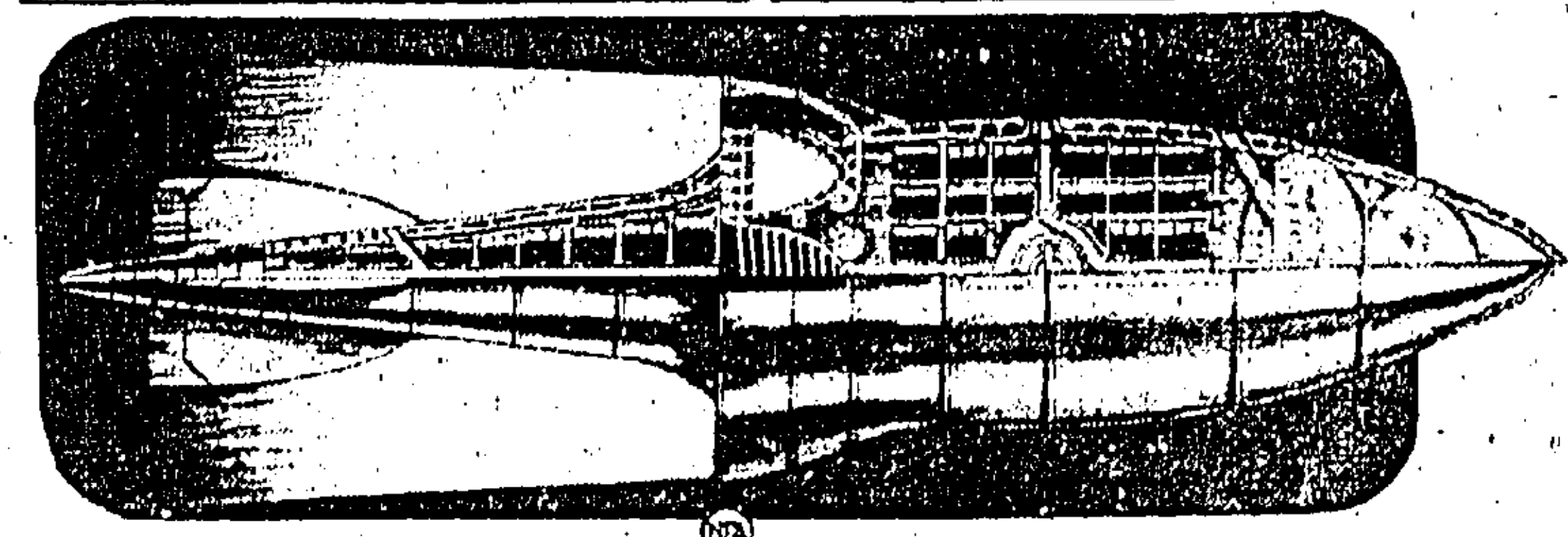
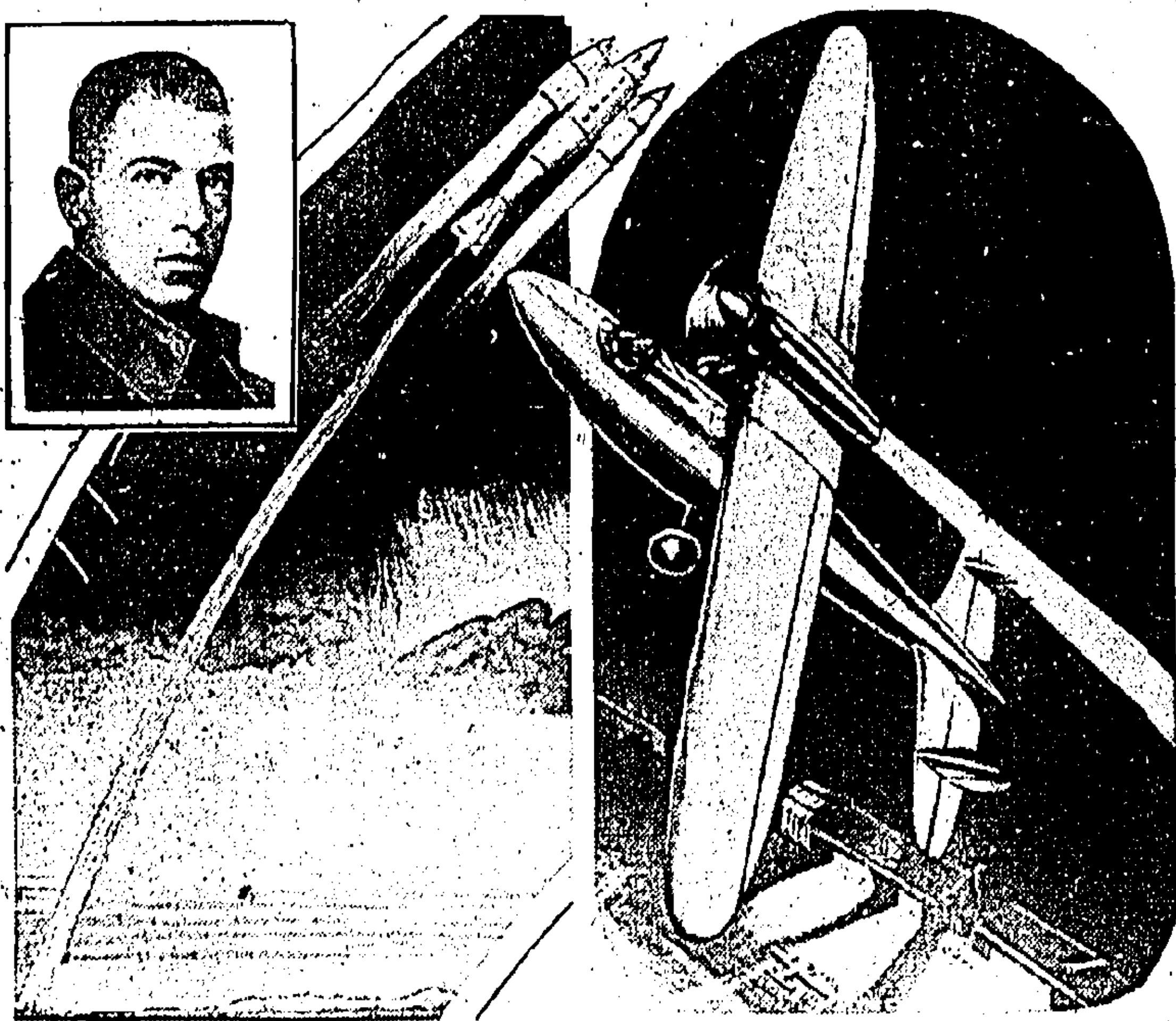
A disastrous fire broke out at Kongmoon on Saturday last, when damage estimated at over \$500,000 was caused. Our photograph shows unfortunate householders raking over the still smouldering ruins.



A very enjoyable party was recently given on board the m/s. "Fulda," of the Norddeutscher Lloyd, when the vessel visited Hongkong.

PROPOSED ROCKET AEROPLANE.

OUTRIVALS DREAMS OF JULES VERNE.



Above are three drawings of the proposed rocket airplane of Max Valier, who appears at the upper left. On the right is a graphic sketch of a single rocket plane as it would appear in flight. On the left, a double rocket plane. The sketch below shows the construction of a large rocket plane with parachutes under the nose, steering from the cabin and rocket tubes in the tail.

Like a fiery comet, sailing heavenward, would have the entire up-through the sky, the rocket airplane proposed by Max Valier, signed it so that it will attain a speed up to 4500 miles an hour at an altitude of more than 35 miles, within the remarkable time of one hour. The strange machine outrivals the wildest dreams of Jules Verne.

Valier's proposal is an outgrowth of recent tests conducted outside Berlin with the rocket-motored automobile, built by Fritz von Opel. This machine attained a speed of 230 miles an hour, but on a subsequent test it was destroyed by an explosion. Such a car may go even faster if a body can be designed to keep to the ground. Since Valier's rocket airplane, miles an hour.

Within, in what is practically an air-tight cabin would be the passengers, feeling no ill effect from the speed or the almost instantaneous propulsion into the extremely rare atmosphere 35 miles above the earth. An oxygen-supplied ventilating system would accommodate their normal breathing for the hour or so the plane would be in the air.

The height the rocket airplane is supposed to attain would be more than four times that ever reached by man. Man's altitude record, so far is that of the late Captain Hawthorne C. Gray, who died on his descent in a balloon after he had reached the height of 42,370 feet—more than eight miles.

WASTING YOUR EMOTIONS.

(By Rev. W. H. Saurley.)

If one hundredth part of the emotions, enthusiasms, and inspirations generated under the influence of religion, social idealism, literature, music, and the drama came to practical expression England would be transformed in a fortnight.

So a well-known medical man declared a day or two ago.

This is a serious statement. In no other relation of life would wastage, equivalent to our wastage of emotion, be tolerated for a moment.

Some of our emotions, it is true, express themselves naturally and spontaneously—hate, for example, or romantic love—the reason being that they are self-regarding.

Under the sway of great oratory, a moving news story, or the double psychological presentation of soft music and the cinema film, we feel as deeply for others as we should for ourselves.

The difference is that whereas, in our case, feeling would have been translated into action, in the latter case we allow the emotional pressure, which could have been transformed into a deed of sacrifice, kindness, or moral heroism permanently enriching our own lives, to evaporate and carry us nowhere.

"If ever I get a chance at that," said Lincoln, as he stood in the slave market, in which men, women, and little dusky children were herded for sale like cattle, "if ever I get a chance, I'll hit it, and I'll hit it hard." He got his chance, and took it.

Was Lincoln, then, the first man to be swept by a wave of searing anger like that? It was because he acted on his best impulses that Lincoln became Lincoln.

For greatness always in the end belongs to the man who lives out his highest inspirations. It is in this way, indeed, that sometimes he achieves success.

DEAD SHOULD NOT RULE LIVING.

(By Catherine Countess of Westmorland.)

Quite recently there have been a number of wills which actually rule, to a certain extent, the lives of those who benefit by them.

A woman who died a few months ago left most of her fortune of £113,000 to her husband so long as he remained a widower; and an elderly man who died leaving a young widow about half his age, with two small children, left his money to her only on the condition that she did not remarry, in which case all he possessed was to go to some institution.

To my mind there is no excuse for those who, when making a will, give with one hand and take away with the other. No one in England is forced to leave anything to anybody in particular. Therefore one would presume that if they do, it is an expression of affection or regard.

Surely a husband or wife, lover or friend, in these circumstances, would wish only for the happiness of those left behind. To condemn another to a life of loneliness or sin should not be in the power of those who have gone, and it seems to me that there should be some legislation to deal with this and limit the control exercised by the dead.

To be forced to comply with the wishes of the dead, however, unjust, is absolutely wrong, and I cannot imagine a more selfish or unloving attitude towards those who find themselves thus placed.

A testator may wish that the benefit should continue only for the lifetime of one person, not leaving him or her free to will away the legacy afresh. This is quite reasonable, and sometimes desirable, because money or estates might pass out of a family at the whim of a relative or friend, and people who had a certain right to consideration in this case

PICTURESQUE KWANGSI.



The crystal-clear water of the Fuh River, Kwangsi Province, reflects the beautiful rocky mountains, making a scene of strange beauty, a veritable fairy-land. The small boat at the right is the "Mei-Hua," belonging to an American Mission.

might be entirely forgotten. But this is quite a different thing from the control of a gift.

There are many who would prefer to be forgotten if their happiness is of such little account to the testator. Jealousy beyond the grave is a repulsive thought.

It would be well if a law were passed making it compulsory for dependents of a family to be provided for up to a certain amount, according to the value of the estate, before money was left to outsiders.

"SCOTCH" COMEDIANS.

WHY SCOTSMEN DO NOT LIKE THEM.

(By Ian Bruce.)

In his article entitled "Harry Lauder—or Will Fyfe?" Mr. William Pollock quite erroneously describes the above-mentioned comedians as "Scot." The two artists in question have no hesitation in calling themselves "Scotch" comedians. There is a world of difference.

Sir Harry Lauder and Mr. Will Fyfe may be perfectly capable artists in their own sphere. I have no doubt that they are, although personally I am in the position of many Scots theatre-goers—I have never seen either Lauder or Fyfe on the stage, and have no wish to see them. Still, I have no reason to disbelieve the glowing reports which appear in English and other newspapers, reports of the genius of "Scotch" comedians, the pathos of their interpretations, and so on.

However, that may be, English readers may be interested to know that many Scots, not highbrow Scots, not narrow minded Scots, not religious Scots, but decent, ordinary Scots, consider "Scotch" comedians to be in very bad taste. It is extremely interesting to note the vacant seats in a Scottish theatre when a "Scotch" comedian of any description is to appear. Many of those seats are taken regularly by hardened theatre-goers who naturally refuse to listen to utter trash.

FITTER MEN AND WOMEN.

(By A Returned Exile from England.)

What has most impressed me on a visit to London after 20 years absence is the wondrous physical improvement in the men and women.

The waddling women and the slouching men of the last generation have disappeared, and instead of them we have men and women who stride along all like athletes. It is a joy to look at them.

What has brought about this marvellously rapid change? In the case of women there is the obvious explanation that the hampering petticoats and heavy dresses down to the ground have been discarded. So have the tight corsets which indirectly squeezed the lungs and prevented free breathing.

But there must be something more than this. I see young women jumping on omnibuses travelling at 14 or 16 miles an hour, a feat which many men of the last generation could not perform and would not attempt. Possibly the bodies of our mothers were just as agile within their half-dozen petticoats, but it does not seem likely.

Then there are the men. Twenty years ago they moved as awkwardly as the women; most of them seemed to be always tired.

I recently watched them for an hour in the London streets, and with the exception of a sprinkling of "down and outs" everyone held his head well poised, his shoulders square, and walked with an ease and grace that was rarely seen 20 years ago.

This was apparent even in men up to 40 years and over.

A medical friend gave the explanation that many of these well-set-up men are soldier trained. The younger men and women have had the advantage of physical training in schools. The epidemic of dancing has contributed to grace in deportment. And better food is possibly one of the main factors in the improvement of the people's physique.

But there is undoubtedly at present a fierce contest between men and women as to physical fitness and appearance.

This is all for the great good of the race. Without doubt England has finer men and women to-day than it ever had before; and what ever the fundamental cause may be, the initiative in physical improvement is to be assigned to women.

Rather than risk a "Scotch" comedian they give up their seats for that particular performance.

It may be that a prophet hath no honour in his own country. But it is not rather the case that in Scotland the worthless show and ridiculous performances of these comedians are clearly recognized for what they are worth, while abroad (and by abroad in this instance I include England), they are taken at a little more than face value?

Hence the world-wide idea that Scotsmen are red-haired, hairy-kneed, whisky drinkers and bag-pipe players, and that they spend most of their doddering old age in chasing women. We need no more than mention the now exploded myth of a Scotsman's over-love of money.

Is it not a little hard on Scotland that she should have to suffer for the idiocies, sentimental and worse, of a few?

Scotland's national conscience is slowly reawakening, and already there are signs of dissatisfaction with the lethargy which has allowed her to become a figure of fun among the nations.

These humorists are not Scottish, and they pander to an uneducated taste. The pathos of their interpretations, and so on.

The typical "Scotch" comedian is not a burlesque of the typical Scot. (I very much doubt if he knows what a Scotsman is). The "Scotch" comedian is not even a joke on the typical Scot; he is a buffoon who betrays his country for his own ends.

Scotland is handicapped by her so called comedians.

DANCING AT A STANDSTILL.

(By Antony Quindle.)

To-day the small ballroom is the vogue, and it is the small ballroom that is spoiling dancing.

To dance with enjoyment a certain amount of freedom is necessary. While the "little dance" has its merits on social grounds, for it encourages exclusiveness, there is no justification for it from a technical point of view. With a few exceptions known to everybody, even the small ballroom has failed in its ideal of distinction. Dancing is too popular to keep out the multitude. It depends on them for its living.

But we see how injurious to the best interests of dancers the intimate atmosphere has become. A new dance has had to accommodate itself to the confined floor-space. Hence the excessive number of standstill steps, arrested movements, and general abbreviation of pace.

It was claimed by a London expert that he had framed a dance which could be executed in a space 8ft. square. He was fitting the dance to the ballroom instead of to the dance.

I believe this to be a fatal mistake in the organization of the pastime. What could be more ridiculous than a dance in which we cannot really move? The hyphenated style has taken all the "kick" out of our dancing and has prevented the revival of the beautiful, free and captivating moods of the old slow fox-trot, for example.

It is even difficult to waltz in the average small ballroom, for the waltz certainly needs a fair amount of elbowroom, and as this is not available dancers break up the continuity of the movement by straightforward three-stops or an ordinary walk.

For its fullest expression a ballroom dance should be governed by considerations of the normal human stride and the universal desire for freedom; otherwise it will dissolve in pettiness. The big ballroom may not be the fashion, but it is the only place where a good, durable, vigorous style can be cultivated. Let us have dances which a man can dance without aping the technique of the marionette.



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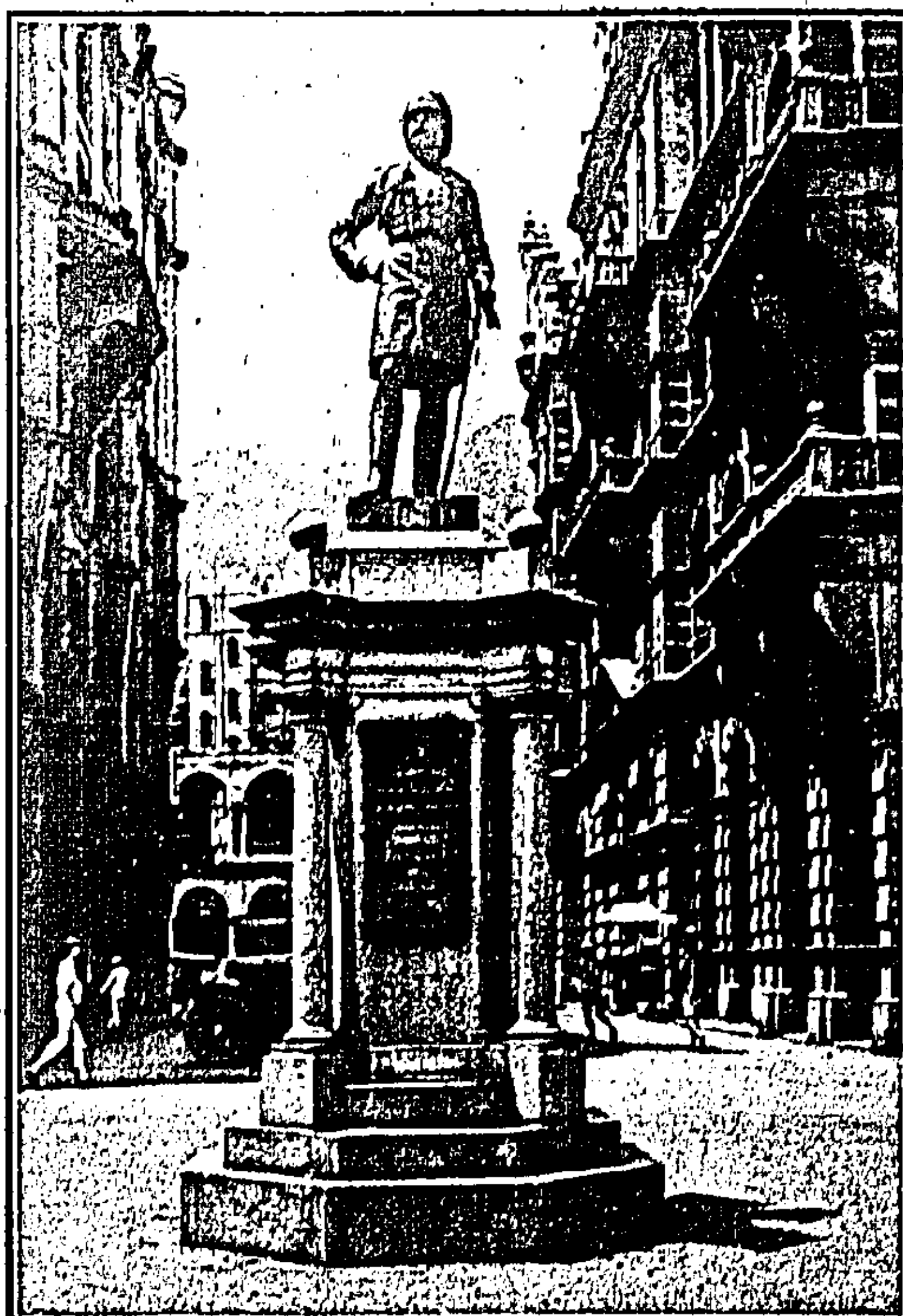
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HONGKONG MEMORIALS.
A ROYAL VISITOR.

Just twenty one years ago, Arthur, Duke of Connaught and Strathearn, visited Hongkong while on his way to a special mission in Japan, a big reception and festivities being given here in his honour.

Connaught Road was named after him, and the late Sir Paul Chater caused the statue which faces Blake Pier to be erected to commemorate the visit.

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FALL FASHIONS PAY PARTICULAR ATTENTION TO THE BACK



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Models from Russek's,
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Posed by Hazel White



The Basque Bodice And Full Pleated Skirt of Uneven Hemline Set Off The Solid Colored Chiffon Evening Gown



Light Blue Crepe Frock With an All-round Pleated Skirt Forming a Panel That Falls to Give A Slightly Irregular Hemline



A Black Chiffon Evening Frock Featuring Invisible Lace Trim And a Cardigan Dinner Jacket Approved for Winter Styles

FASHION is backing us into the winter mode as fast as she can. Fashion has suddenly discovered that a dress has a back as well as a front, and that whereas practically everything that can be done for the front has been done, the back is almost an undiscovered country.

Therefore, the couturiers are all excited and are planning all sorts of things, from peacock-tailed evening gowns to bustles.

That's why the new frock has very little to report about sleeves, waistlines, hemlines or the points that are usually of major interest. And why the one sure way to tell the dress of this season's vintage from one of last season's, is by the attention given to the back.

TO illustrate how fashion is bringing up the rear, look carefully and thoughtfully upon the satin gown at the upper left. It is of a delightful shade of sandalwood brown satin, with a scarf effect which forms two panels in the back.

The front of this frock is the simplest rounded neckline and unbelted blouse. The skirt is circular, and very short, and the waistline is almost normal.

Nothing is allowed to detract from the interest of those backward streamers, and having the centre of the stage, they hold it admirably.

Notice too, the backward treatment of the evening cape at the lower right. This is made of transparent velvet in a shade known as apricot blush—which is just about the colour you would expect an apricot to achieve if it indulged in a maidenly blush.

Besides the scarf ends, tied loosely on the shoulder and falling almost to the knees, there is a dolman effect which starts its interesting circular line in the middle of the back.

There is much talk in Paris of back fullness in coats, and of circular godets that will break that straight line that has been so insistent the last few years, and if fashion takes that hurdle, you may well believe that lines will definitely change, for the straight cut is the one point about which the modern woman has been extremely firm.

AN evening gown, of extraordinary beauty both in colour and in cut, is shown at the upper right. It has the long line in the back that promises to be almost a rule with the evening frock this year.

The full skirt, belted very tightly in a deep hip girdle, is petalled like a flower and is so light and so airy that, when the wearer walks, it gives the effect of floating in the breeze.

The colour here is a deep Burgundy purple, and the shoulder corsage is in shades of pinkish lavender, in a decided contrast, and yet with a delightfully sympathetic feeling.

The blouse is molded into a basque, shirred ever so slightly across the front, and finished with a soft bow of chiffon.

Another interesting and insistent note in winter styles is the dinner jacket, which is worn with the dinner frock. The one illustrated at the lower left is a lace-trimmed cardigan jacket, cut on the lines of the sleeveless sport coat, worn with a lace-trimmed evening frock of black chiffon, with a very full, circular skirt, and the simplest possible type of blouse.

FOR afternoon, the formal frock still prevails, making it quite different from the type of frock that can be worn all day. A new colour is featured in the satin ruffled frock at the lower right. For want of a better name, its colour is called caramel. It is trimmed with a drop yoke of lace, and a pleated jabot which later becomes a ruffle on the skirt.

This neckline is very smart, and feminine, but it can cooperate successfully only with the tall slender figure.

The short and petite may not feel entirely out of fashion's calculations, however; they may seek consolation in the little frock of light blue crepe at the top centre. It has an all-round pleated skirt that forms a left side panel, which falls to give a slightly irregular hemline. About the neck, sleeves and the closely molded girdle is silver embroidery in a conventional design.



A Satin Ruffled Frock With Drop Yoke of Lace And a Jabot Which Later Becomes a Ruffle



This Velvet Evening Cape In a Shade of Apricot Blush Emphasizes the Back Lines By Loosely Tied Scarf Ends Which Fall to the Knees

FOR ADVERTISING RATES
IN THIS SUPPLEMENT.

Apply to

THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.
TELEPHONE CENTRAL NUMBER ONE.

Hongkong Telegraph.

Pictorial Supplement

December 29th, 1928.

None Better Than—
COTY'S
PERFUME
OF WHICH WE HAVE
JUST OPENED
A BEAUTIFUL
SELECTION.
ALSO FACE POWDERS.
Tel. C. 492.
THE QUEEN'S DISPENSARY, 22, DES VŒUX ROAD.



The Essential Evening Effect

Correct evening wear is a harmony of individual items judged together in order to make sure that every detail is in accord.

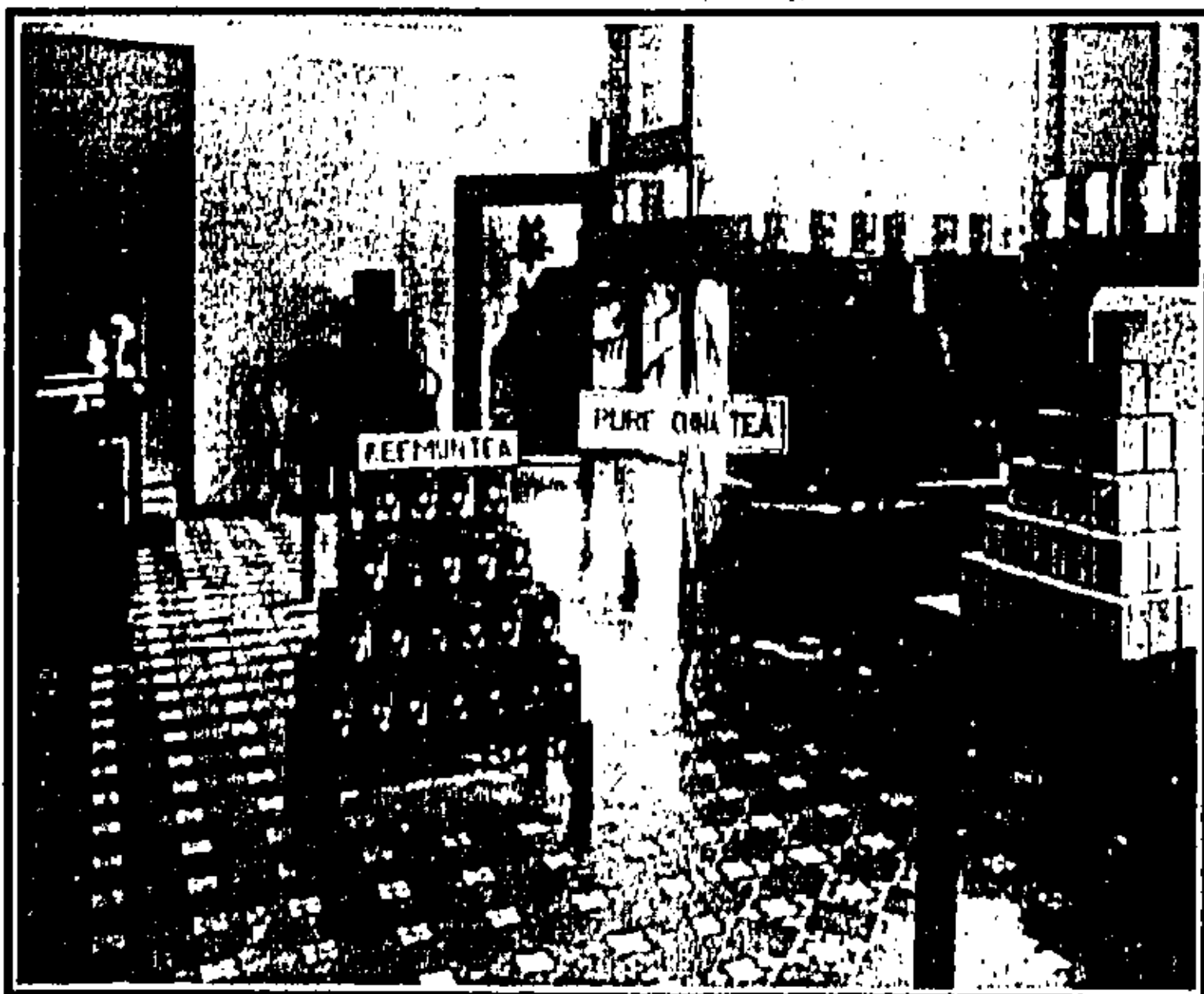
This is the basic idea behind Mackintosh's Evening Wear Service—making it a simple matter to select—in one shop, at one time—the details which dovetail into each other with that perfect harmony of style, material and fit in which consists the essential correctness of evening wear.

Mackintosh's

MEN'S WEAR SPECIALISTS.

BUY YOUR CHINA TEA DIRECT FROM THE TEA EXPERTS.

INCOMPARABLE QUALITIES. LOW PRICES.



The above picture shows a corner of our new showrooms situated at David Building.

THE CHINA TEA COMPANY,
DAVID BUILDING. GROUND FLOOR.



Bridal party at the wedding of Mr. Philip Gillespie, of the Prison Department, and Miss Christina M. Gill, which took place at the Union Church, on Monday. (Photo: Mee Cheung).



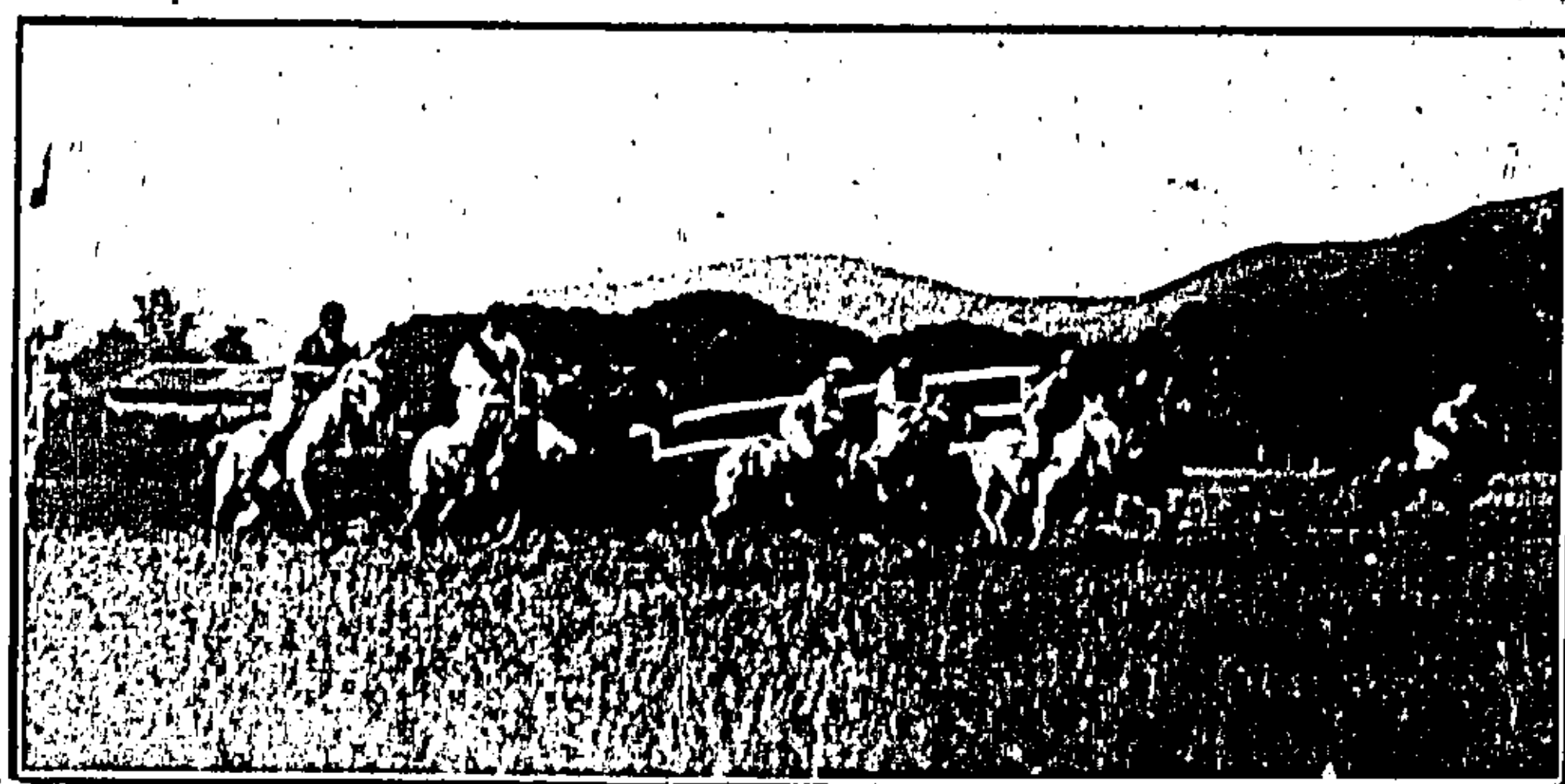
The above photograph, "The Sentinals," won the highest award in the recent photographic competition, held by the Hongkong University Amateur Photographic Club. The photograph was taken by Mr. P. Dragon.



The annual prize distribution at Victoria British School took place on December 19th, when the older pupils gave "Sir Lancelot and Elaine," being a scene from the Court of King Arthur, at Camelot. (Photo: Ming Yuen).



Mr. Charles, one of the lucky ones at the Fanling Steeplechases last Saturday.



Some very good racing was seen at the Fanling Hunt Steeplechases at Kwai on Saturday last. There were some good fields.



The English goalie makes a good save, during the match on Christmas Day, between England and China in the "Sunday Herald" International Cup. (Photo: Mee Cheung).

WHITEAWAYS.

"JASON"

UNDERWEAR FOR MEN.

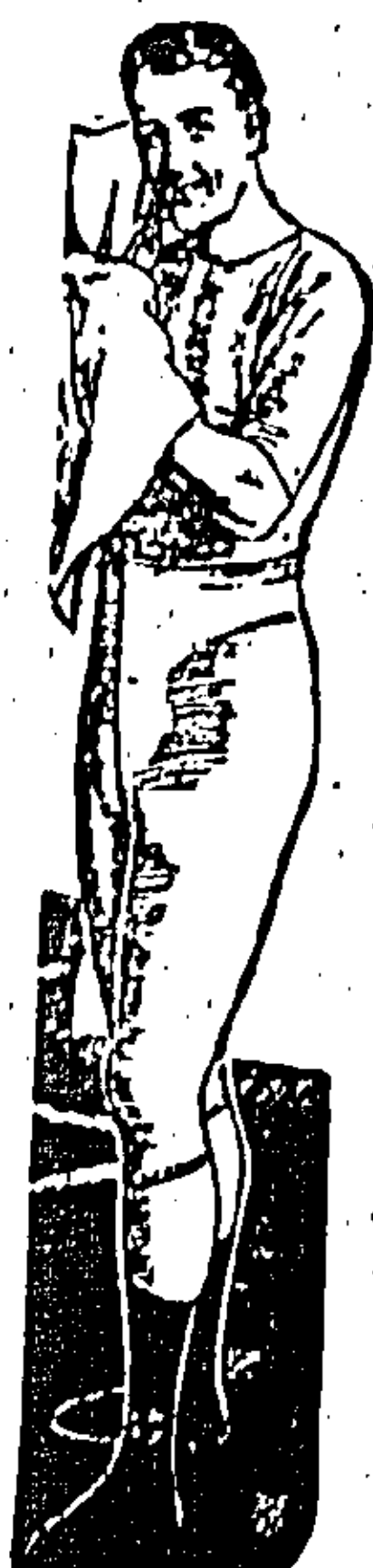
WHEN A NAME
MEANS SOMETHING.

It is folly to associate a name with Ordinary Underwear and expect the name to sell it. The name does not "make" the underwear, it's the Underwear that "makes" the name.

"JASON" All Wool Underwear is known all over the world for its excellence of quality at minimum cost.

Guaranteed Unshrinkable.
NEW STOCKS OF ALL
WEIGHTS AND SIZES.

WHITEAWAY, LAIDLAW
& Co., Ltd.



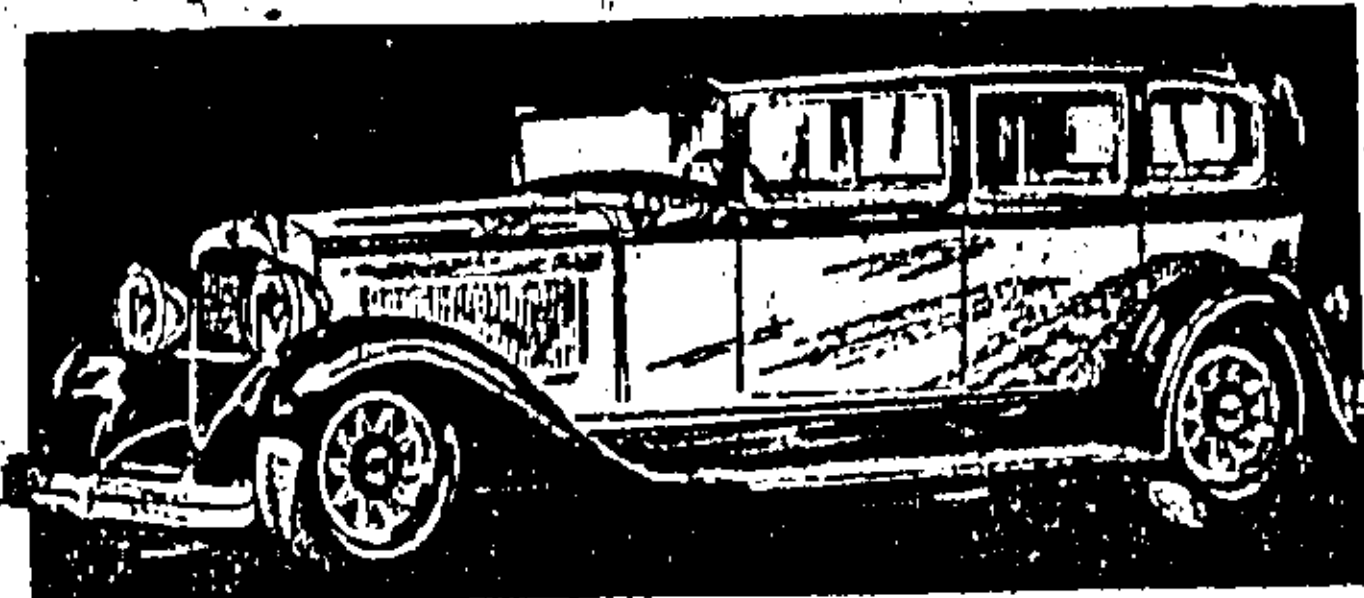
At St. Andrew's Church, Kowloon, on Monday, Mr. J. W. Bennett, who was in the s.s. Anking piracy, was married to Miss F. M. Skipsey, the above photograph being taken after the ceremony.



Group photograph taken after the wedding at Union Church on Christmas Eve, of Mr. J. Muir, of the Chinese Maritime Customs, and Miss C. T. Smith.



Just arrived
Special Six "400" Sedan
H.K. \$3,300
fully equipped
Phone 1774 for a ride



It was a Twin-Ignition Motor

that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

spark plugs (airplane type) to each cylinder instead of one, 360 sparks a second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and ordinary gasoline at that. No special, high priced fuels are required for the Twin Ignition Motor.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of motors.

Spare parts in Stock.

NASH "400"

Leads the World in Motor Car Value

Prices from G\$1,200 to G\$2,275

WONG SIU WOON 21, Pottinger Street, Phone C. 1474
Service Station 76, Des Voeux Road Central, Phone 644

MOTOR UNION

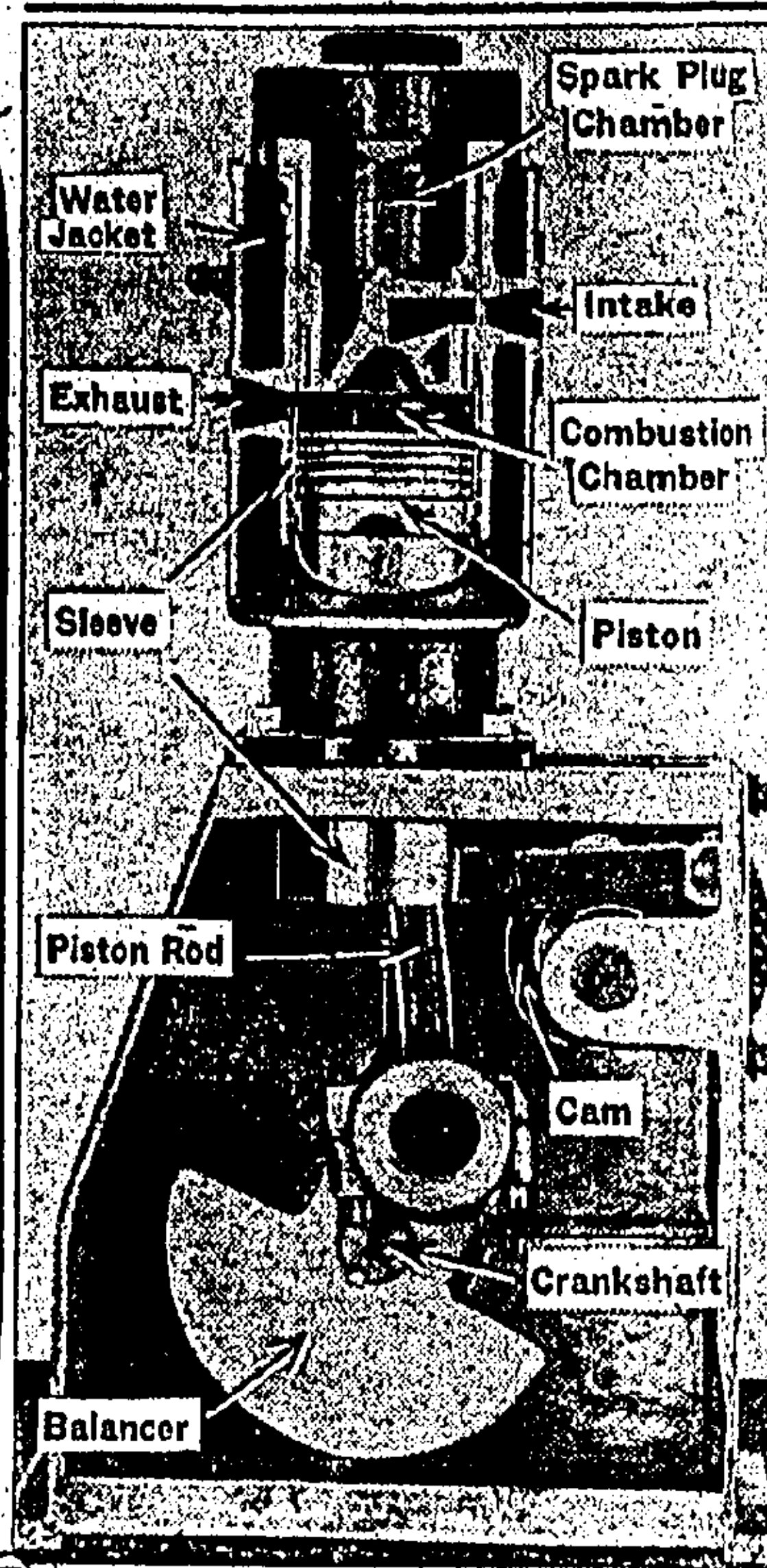
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,
THE UNION TRADING CO., Ltd
York Building, Phone C. 578.

SIMPLER, CHEAPER, BETTER ENGINES.

New Four-cycle Single Sleeve-valve Motor.



Luther A. Gaw is shown here working at his single sleeve-valve motor, while at right is a cross-section of a cylinder, showing the parts and operation of the motor.

Cambridge, Mass., Nov. 21. Up in the brightly lighted machine shops of Massachusetts Institute of Technology, scientists and automotive engineers are donning greasy overalls to tinker with a simplified automobile engine that promises to take at least a few cents off our garage bills.

The engine, purring away softly on the steel blocks on which it is mounted, embodies for the first time the four-cycle single-sleeve-valve principle, entailing a device that automobile manufacturers have sought for years. This invention may mean greater speed, less gasoline, and less noise in the operation of every automobile.

The word "may" is used advisedly. Engineers are notably modest and precise and their prophecies are always of the conservative sort. The truth of the matter is that a test engine of this type which operated on the roads about Cambridge for 10,000 miles, has

shown amazing power, a "highly satisfactory" fuel consumption record, and has proved itself far less noisy than that of the ordinary car.

Awaits Mass Production.

Beyond that the inventors and experts will not go. They are willing to add, however, that if mass production can be applied to the single-sleeve-valve—and so far there seems to be no doubt about this—the automobile engine will be so simplified in construction and repair that the automobile buyer and owner is sure to share in its benefits.

The device is the invention of Luther A. Gaw, Cincinnati man, who brought his problems to the institute after he had made a fair start on them. He sought out Prof. Dean A. Fales of the school's automotive department and the two built a four-cycle engine embodying the new valve.

They have worked over this engine for a solid year, sometimes in the laboratories, sometimes out on the back roads of nearby towns.

Has Rigid Camshaft.

For years engineers had aimed at this ideal of automotive action but always the technical obstacle of the eccentric shafts which are associated with most sleeve-valve motors proved a tumbling block. Gaw conceived the idea of the rigid camshaft eliminating the torsion or twisting that had baffled his contemporaries. The rigid shaft operates the sleeve-valve, which is of light tubing without rotating motion.

The compact combustion chamber thus provided with an exhaust port on a lower level than the intake is said to give unusual turbulence to the entering gas, and makes possible what is known as a stratified charge—a condition where the new gas forms a layer at the top of the cylinder next to the spark plug and the unexhausted dead gas remains between it and the piston top. A high compression ratio is achieved by virtue of the compact combustion chamber.

Simplicity Is Advantage.

The first advantage of the device is its simplicity. It requires fewer parts and, by the same token, offers fewer opportunities for defects and troubles. It is so constructed, moreover, that the mechanism is easy to get at for repairs.

Then the valve, being very light, is capable of operation at high speed with less power. The simplicity of it again has made it less noisy even though the in-

ventor and his aids insist that it is not "noiseless."

Engineers who have examined the motor agree that its principles are sound. Motor manufacturers who have looked it over are even now gauging its possible use in future models.

THE NEW HUPMOBILE.

Greater Riding Comfort.

SQUEAKS ELIMINATED.

The art of building bodies for vehicles has come a long way from the days of Old Dobbin and the one-hoss shay to the present luxurious motor car.

Hupmobile engineers, who have made a special study of the exacting demands imposed by modern transportation conditions on the men who design and build the bodies for to-day's automobiles, saw that fully ten times the labour and material deemed necessary even for the motor car of ten years ago are expended to assure riding comfort in their new Century eights and sixes. One of the most important objectives has been to attain freedom from the annoying squeaks, rattles and other noises which used to be the motorist's bugbear.

Silent flexibility, Hupmobile engineers explain, is accomplished in their cars by a combination of a large number of carefully worked out methods.

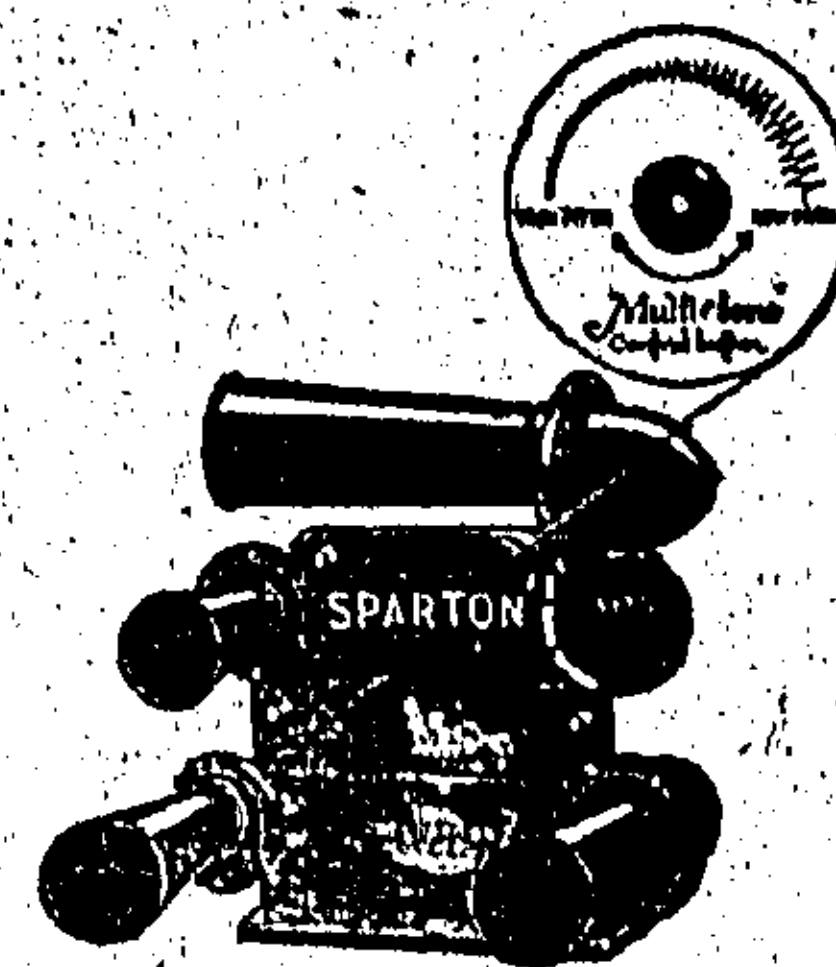
Provision against noise is made at no fewer than 125 joints and contacts in every Hupmobile Century sedan. Six kinds of material are used for sound deadening and lubrication. Graphited tape, a material of practically permanent lubricating qualities, is placed under all braces. Felt padding break up the sounding-box tendencies of large panels. Floor boards are laid in a bed of non-drying friction paste to prevent squeaking.

At every point of the body of a Century Hupmobile the durability and strength of the coachwork matches up fully to the brilliant qualities of the six and eight cylinder chassis," says Mr. Stan Wallis, Hupmobile dealer.

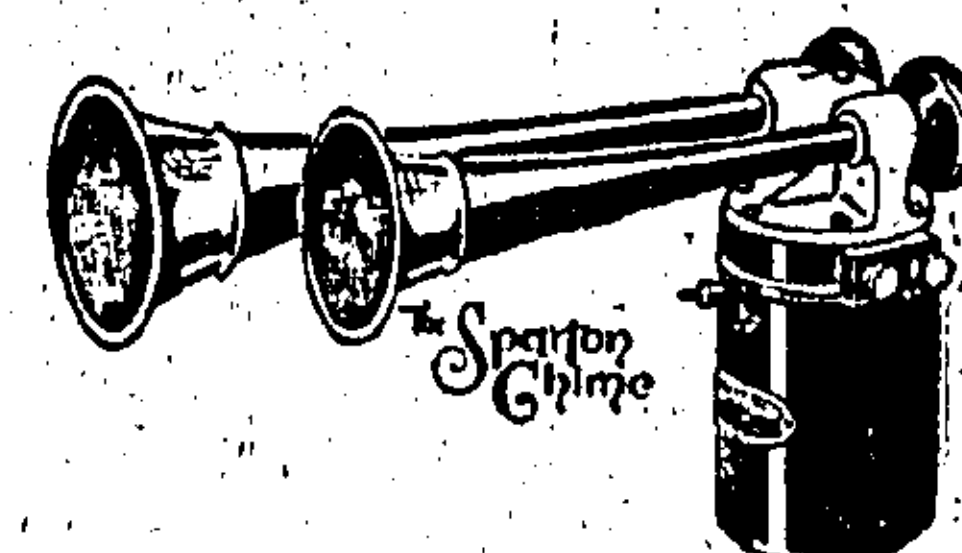
NEW FUEL BEATS GAS

A new automobile fuel, said to be a combination of alcohol and water, is claimed to have 20 per cent greater efficiency than gasoline and can be produced at one-third the cost. It has been invented by Engineer Stelger of the Martini automobile factory in Switzerland.

SPARTON WARNING SIGNALS



GIVE THEIR WARNING IN TIME
"The Horn Beautiful"



A wonderful new Sparton Signal that does not startle—but charms and chimes your way through Traffic.

PRICE H.K. \$45.00



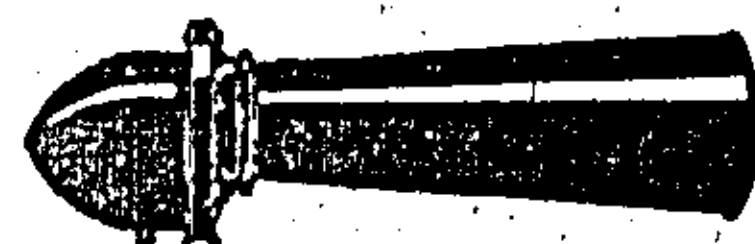
From a fog-horn-bass to Hi-Soprano by simple pressure on the button.

PRICE H.K. \$40.00

KOW HORN



"THE BIG NOISE."
Can be heard and respected
PRICE H.K. \$27.00



JUNIOR.

Instant response and harmony of tone

PRICE H.K. \$15.00

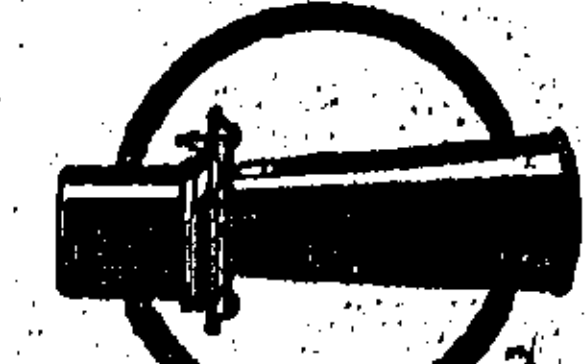
SPARTON "A-T."



"The Big Horn Value"

PRICE H.K. \$12.00

HARFORD MODEL.



MARVELLOUS PENETRATING-TRAFFIC-SPLITTER.
PRICE H.K. \$8.00



HONGKONG HOTEL GARAGE.

25, QUEEN'S ROAD CENTRAL
Telephone Central 4759.

SERVICE

RIGID TYRE TEST.

Cars operated by the Goodyear Tyre and Rubber Company have

travelled 19,000,000 miles in the last three years in testing automobile tyres. Each car averages 600 miles every 24 hours over all kinds of roads.

BARGAINS in USED CARS

FIVE SPECIAL OFFERS.

STUDEBAKER STANDARD 6	Touring Car 1926 Model, 5-seater	27.34 h.p. Owner Driven, Mileage 8,397	H.K. \$1,500.00
MORRIS OXFORD	Touring Car 1924 Model, 5-seater	15.9 h.p. Owner Driven, Mileage 18,000	H.K. \$1,000.00
MORRIS COWLEY	Touring Car 1925 Model, 5-seater	11.9 h.p. Owner Driven, Mileage 10,127	H.K. \$800.00
MORRIS COWLEY	Touring Car 1924 Model, 5-seater	11.9 h.p. Owner Driven, Mileage 15,000	H.K. \$600.00
STUDEBAKER LIGHT 6	Touring Car 1922 Model, 5-seater	25 h.p. Owner Driven, Mileage 25,000	H.K. \$500.00

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central—Tel. Central 4759.

NOTICE

TO
ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

Used Cars

SEE US WHEN YOU WISH TO
Buy or Sell
10 Queen's Road C.
Phone: Central 4925

ACCESSORIES

A big display of "Oridite" and "Exoco" storage batteries suitable for all cars. Also accessories of all kinds for motorcars and cycles such as, Electric horns, bumpers, spark plugs, body polish, tyre patches, brake linings, fuses, foot pumps, wrenches, &c., &c. All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building, Tel. C.577.

MODERN MACHINERY

That's why our repair service is better.

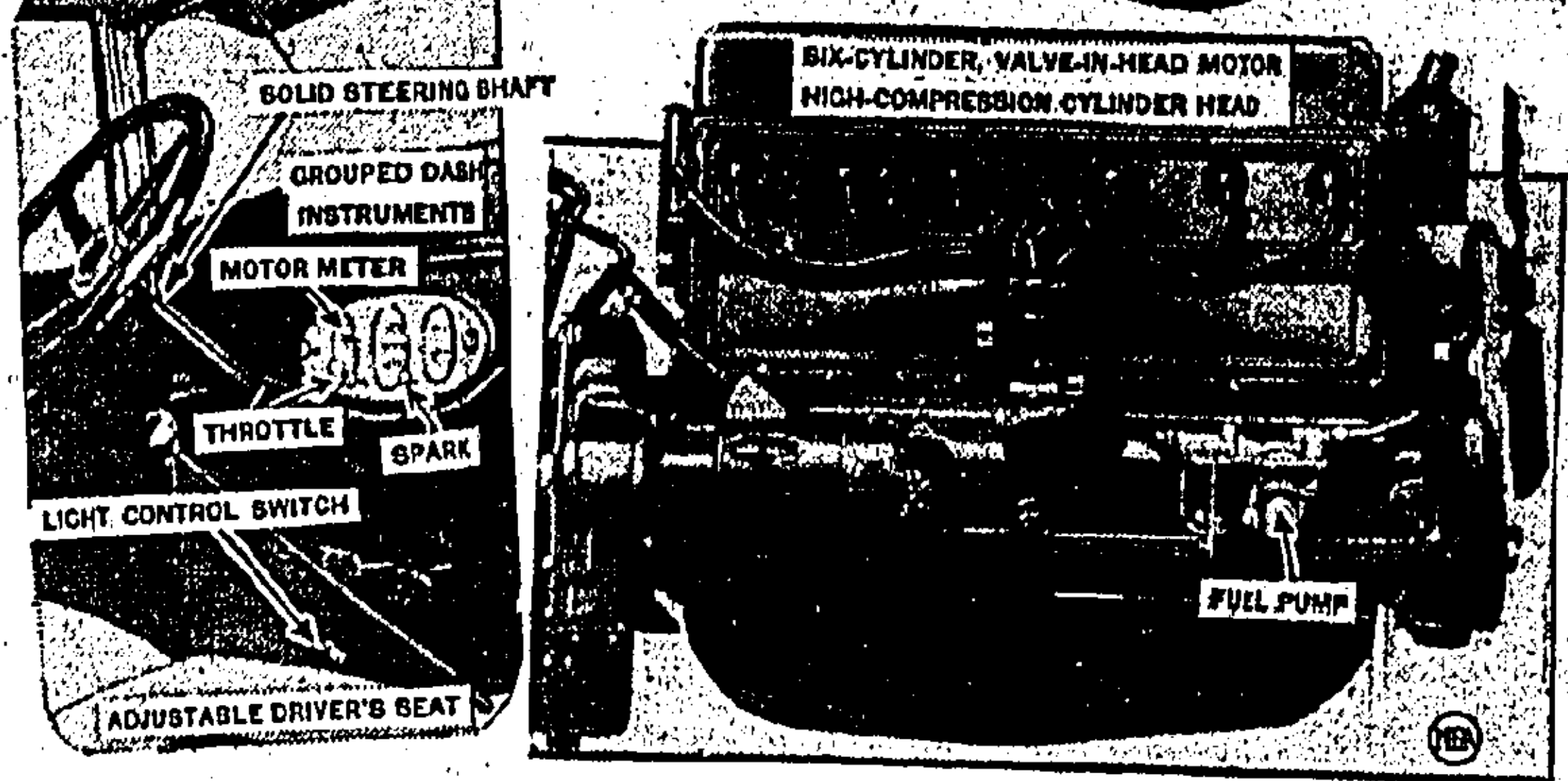
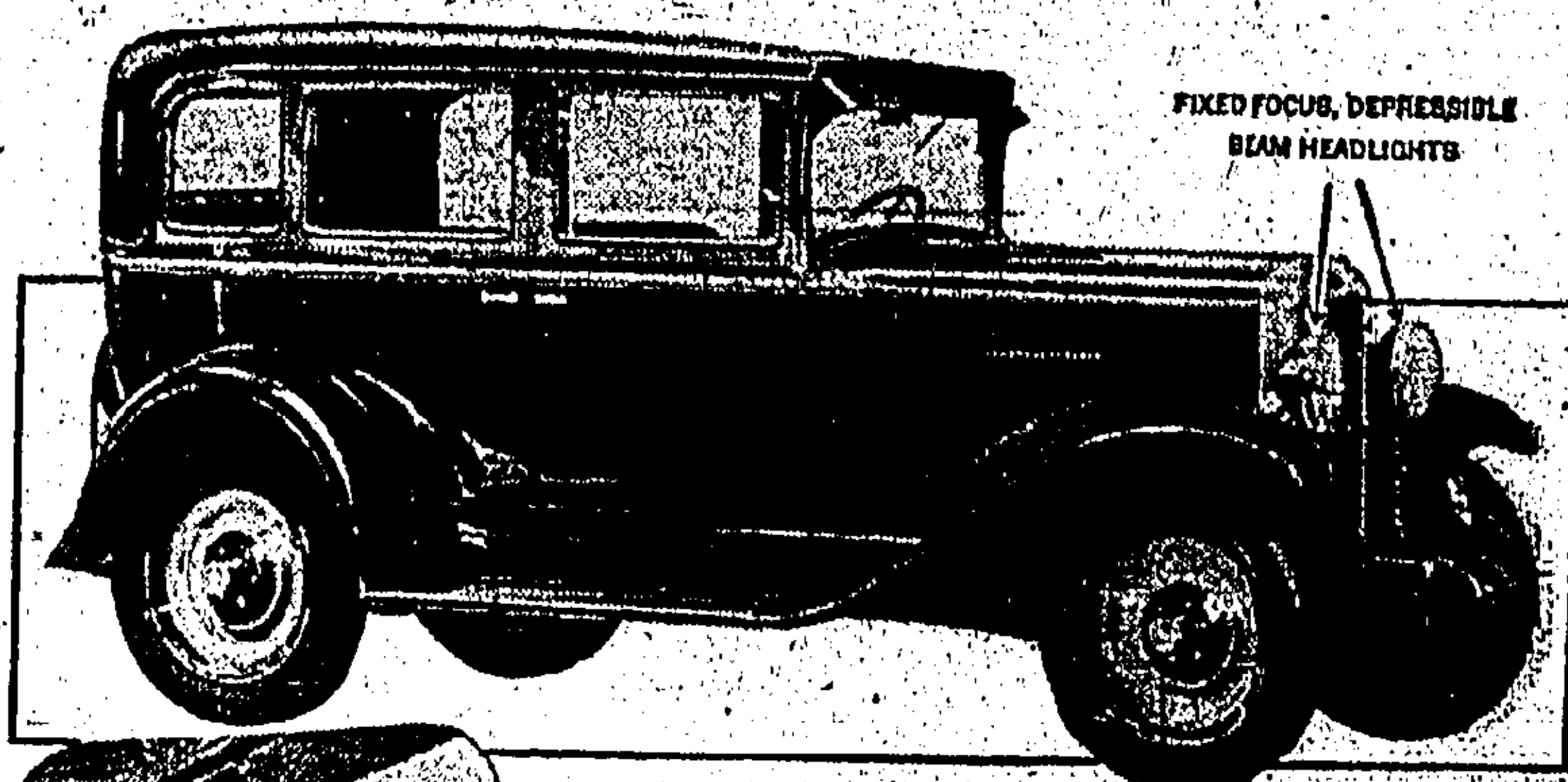
LANE, CRAWFORD'S
Ring C. 3193—Garage

TRIPLEX (Non-splinterable) English goggles just arrived.

Safeguard your eyes whilst motoring, against accidents. Excellent English made frames, full protection, reasonable prices.

LAZARUS
THE OPTICIAN.

THE NEWEST IN THE SIX-CYLINDER FAMILY.



The new six-cylinder Chevrolet sedan and a close-up of the motor, showing some of the improvements.

Flint, Mich., Nov. 20. At practically the same price as the four-cylinder automobile it replaces, the new six-cylinder Chevrolet springs many additional surprises upon the public. A list of the innovations introduced with this model, which will be ready for distribution January 1, runs the gamut of practically all the improvements to be found on the higher priced automobiles. Such, for instance, are:

A high compression motor, smaller bore and stroke for higher power, four exhaust and three intake ports, a fuel pump instead of the conventional vacuum tank, an accelerating pump at the carburetor to feed extra fuel into the manifold when the throttle is depressed suddenly, higher gear ratio, fixed focus, depressible beam headlights, adjustable driver's seat and solid steering shaft. In addition to these features, remarkable in a small, low-priced car, there are such novelties as a new type camshaft, a heavier crankshaft, grouped dash instruments, spark and throttle levers

on the dash instead of the steering column, only the horn button at the steering wheel, long, chrome-vanadium steel springs, 20 by 4.50 tires, chromium plated radiator, motor meter on the dash and a headlight control switch at the driver's left foot. The price range for the new Chevrolet passenger car is from \$525 to \$725, at Flint, Mich., while that for the old four-cylinder car was from \$495 to \$715. The new sedan, however, is to be sold at the same price as the old

chaser. Yet there were brave men in those days. We turn to the old pictures which show them bowlered and re-whiskered, high upon lofty vehicles of the phaeton shape, hard-tyred, rudely sprung, without a front or a back to hide their crudities, we admire the dauntless nerve of the pioneers. If the Americans wish to show the world what the old motorcars were like they must exhibit not only the cars but the heroes who drove them.

OPEN TEST.

All Kinds of Fuels to be Put on Trial.

OIL TO COAL GAS.

Petrol will meet its competitors in open trial in England early next year, when the Royal Automobile Club will stage a trial for vehicles, using every kind of fuel. There will be classes for motors using fuel of the crude-oil class, the paraffin class, for self-produced gas, and probably for coal dust. Entries will be accepted from any maker, irrespective of nationality.

OLDEST CAR.

Prize Offered in Novel Competition.

QUAINT TYPES.

In the American motor show they have offered a prize for the oldest car of any kind. It will occur to many sufferers that they know that car, and have ridden in it. Grim humorists will send the announcement of the prize to certain of their friends. But the Americans are quite serious. They have begun to talk about a self-propelled vehicle which existed in 1805, the property of one Oliver Evans. But it does not seem to be extant. Vanished also, we believe, is Trevethick's steam car of 1802. We take it that America has no objection to steam. Any form of propulsion makes a motor-car for this competition. A hundred years ago, there were a number of steam coaches on English roads. A regular service of power-driven buses ran between Cheltenham and Gloucester in 1824, and the things which are being said about the noise and stench of modern traffic were said about them. But in 1824 the result was to banish engines to the railways. There is, or was, in Vienna a petrol motor-car which was shown at the exhibition of 1873. A Mecklenburg mechanic, Siegfried Markus, built it by taking a four-wheeled handcart, fitting an engine between the hind wheels, with a wooden chair above it, and steering-gear to the front wheels. But ten years earlier Etienne Lenoir, born a Belgian and naturalised a Frenchman, made an automobile by fitting a gas engine to a carriage on which he travelled from his factory in the suburbs to Paris, six miles, in an hour and a half. It did not become popular. The development of the motorcar was to come through the development of bicycle and tricycle. The first motor-bicycle was built forty years ago, when Gottlieb Daimler put a vertical petrol engine between the wheels of a "safety" of a crude design. It did not much attract even the adventurous cyclists of that age, but there was no doubt about the engine. In 1884 Carl Benz built a horseless carriage, which was a tricycle with steering wheels in front and the engine under the driver's seat. It does not look much queerer than other tricycles of that epoch, but the historian records that "Benz's great difficulty was to find a pur-

NEW OIL COOLING DEVICE.

A Most Effective System.

INGENIOUS & SIMPLE.

Oil cooling and purifying is of such importance that a very ingenious and simple system devised by the Chonard and Walker Co. is of interest although it has not yet been applied to passenger cars. This firm produces a light tractor fitted with a four-cylinder engine of 79.5x150mm. bore and stroke, and it frequently happens that this tractor has to haul very heavy loads up steep gradients at a speed of three or four miles per hour, thus being deprived of the draught of air which, under normal conditions, helps to keep oil temperature reasonably low. When working in this way the oil attains a high temperature, and loses its fluidity to such an extent that bearing failure sometimes ensues.

The Cooler.

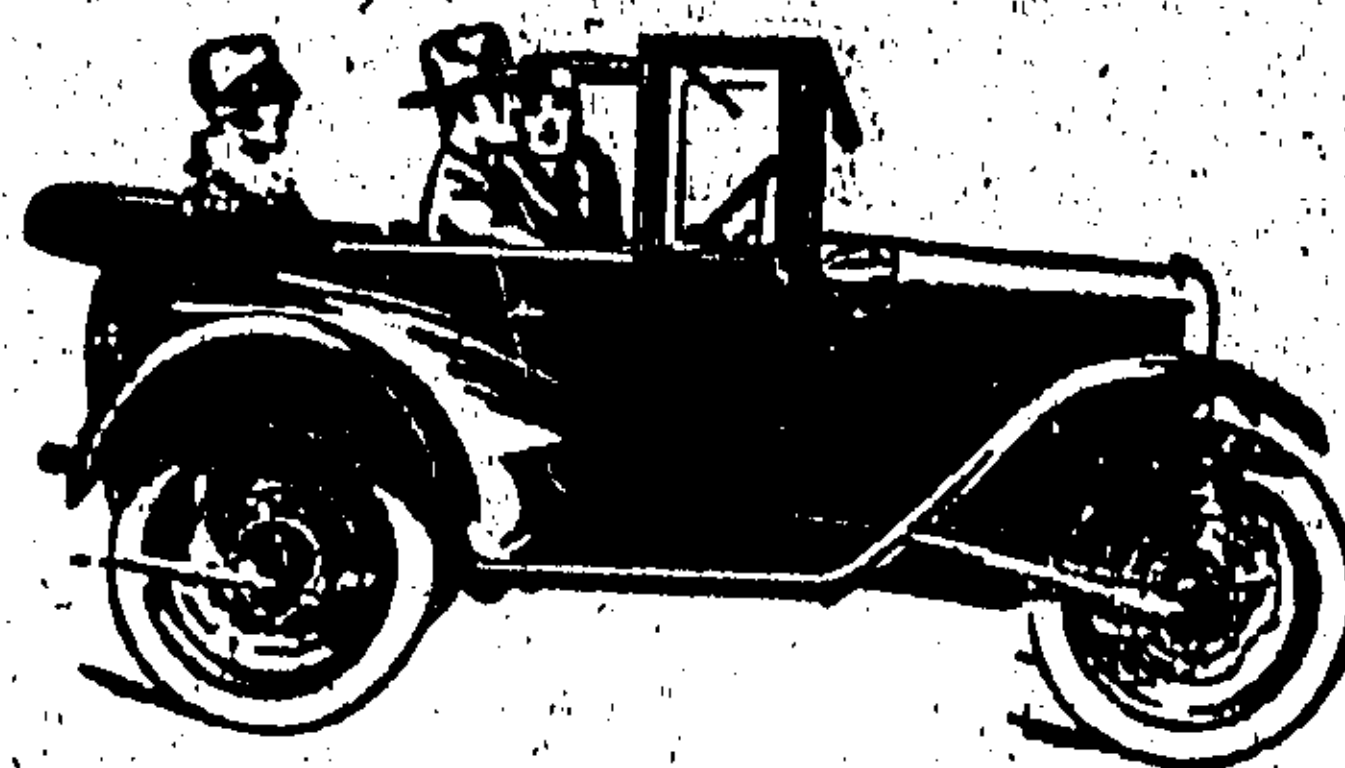
This engine has a separate gear box, and a flywheel in two parts united by a laminated spring coupling. The forward portion of the flywheel, which carries the ring gear for the starting motor, is hollow, and constitutes the oil cooler and purifier, while the rear portion is the driving member of the clutch. The oil cooling member consists of a recessed steel forging, mounted on the tapered end of the crankshaft, and a cast-iron cover plate with curved radial vanes, which induce a current of air around it. Inside this member is a sheet steel partition, the external diameter of which is rather less than the internal diameter.

The lubricating system is under pressure, and oil is brought through the crankshaft to the rear compartment of the cooling flywheel. Centrifugal force throws it outwards around the sheet steel plate into the forward compartment. In this way it is brought in contact with the cool walls of the flywheel and is returned to the crank case by means of an oil outlet in the crankshaft concentric with the inlet pipe.

Purifies Oil.

This system of cooling has proved most effective, and since it was adopted there have been no cases of bearing failure. A further advantage is that it acts as an oil purifier. By centrifugal force all heavy matter is thrown outwards, and comes in contact with the periphery of the flywheel with such force that it adheres. After a time the accumulation may be cleared away by taking off the vane cast-iron cover plate. The

There are many Light Cars on the Market, but none have been tried and proven like the—



AUSTIN SEVEN

Can be seen at our

KOWLOON GARAGE SHOWROOM

ALEX. ROSS & Co., (China) Ltd.

Prince's Building, 2nd floor, Ice House St. Entrance.
NEW KOWLOON SHOWROOM.

ADOPTED FOR PLANES.

Air-cooled Engine.

Of the 115 listed aircraft manufacturers in the U.S.A., 75 are using air cooled engines, and 11 of the 12 aircraft engine builders are building air-cooled engines. Meanwhile, cars lag sadly behind, for only three of them—one American and two French—use this simple and efficient cooling method.

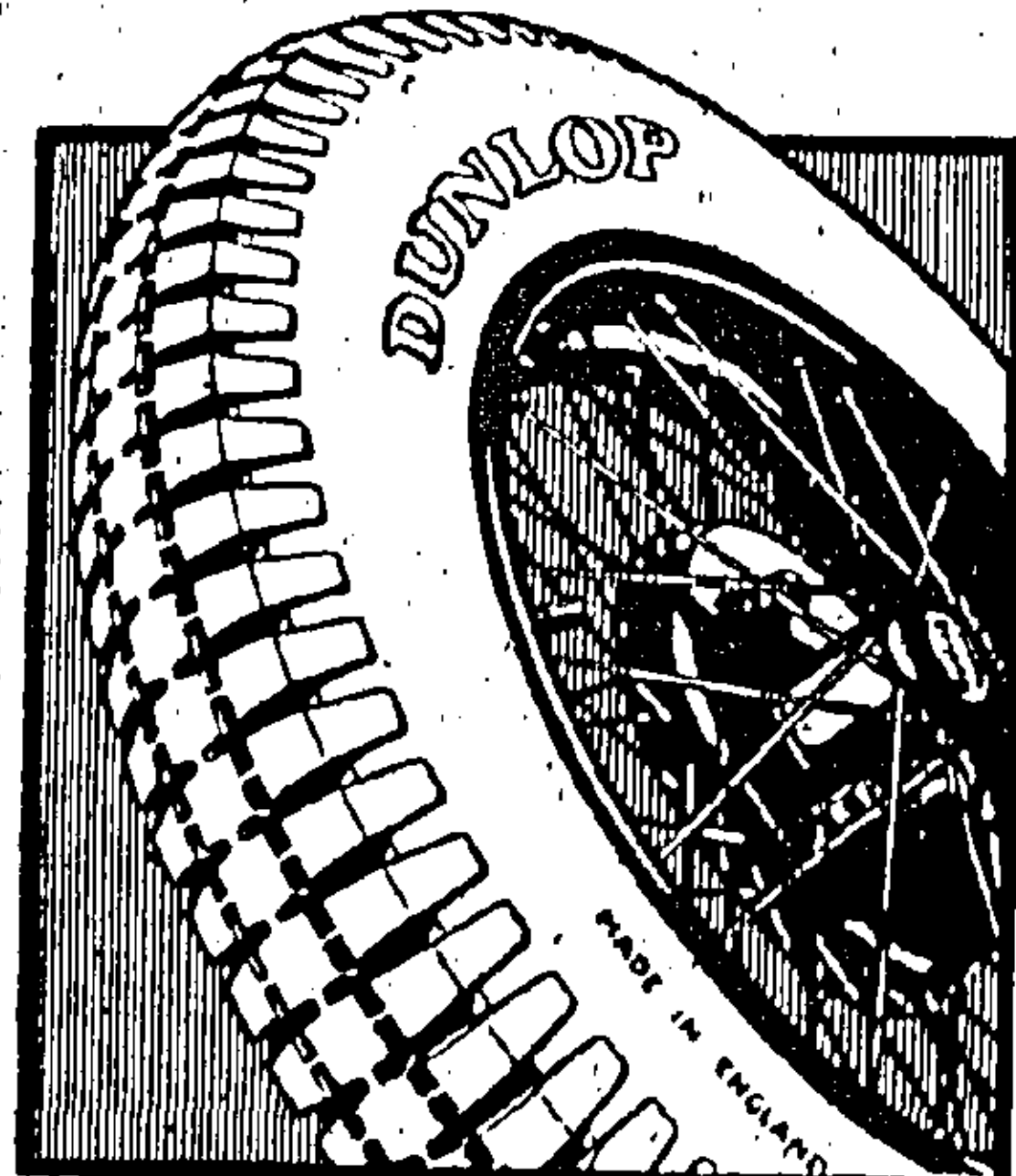
adherence of this foreign matter to the walls of the casing is so complete that a chisel sometimes has to be used to remove it. As a precaution against the possibility of the whole of the space being filled with foreign matter, a few

FIAT IN GERMANY.

One Third of Car Imports.

Germany imports a considerable number of motor cars. From nearly 2,000 cars imported during the first six months of 1928, imports rose to 6,000 in the corresponding period of 1927 and reached 7,300 in the first half of 1928. The Italian motor industry, in this great struggle of interests, holds second place among the importing nations and the Fiat imports total up to one third of all the motor cars imported into Germany.

holes are drilled in the plate, thus allowing the oil to pass directly from one compartment to the other.



It's the Casing that Counts!

The casing of a tyre is hidden, but upon it largely depends the service you get.

Correct balance between the tough Dunlop Tread and the Dunlop Casing makes a perfect cover.

The Casings of

DUNLOP CORD TYRES

are built up from cotton material produced in the vast Dunlop Cotton Mills—to tyre experts specifications.

For MAXIMUM MILES SPECIFY

DUNLOP

Dunlop Rubber Co. (China) Ltd.
Tel. C. 4554. 1st Floor, Polder Building.



LANE CRAWFORD'S

For

TEMPORARY GARAGE WANCHAL

Phone C. 3193.

Pontiac.—Bean
Oakland.—Clyno
Vauxhall.—Hillman
Humber.—Trojan
Cars

FLYING BOAT.

Sets up New Record of 92 Miles an Hour.

TWO TWIN-SIX MOTORS.

Averaging better than ninety-two miles an hour in six trials of one nautical mile each, George Wood, piloting his Miss America VII, on the Detroit River (U.S.A.), shattered by more than twelve miles an hour the world's record of seven years' standing for speed boats and hydroplanes.

Wood's actual average time was 92.838 miles an hour. The previous unofficial record, held by himself, was 80.607.

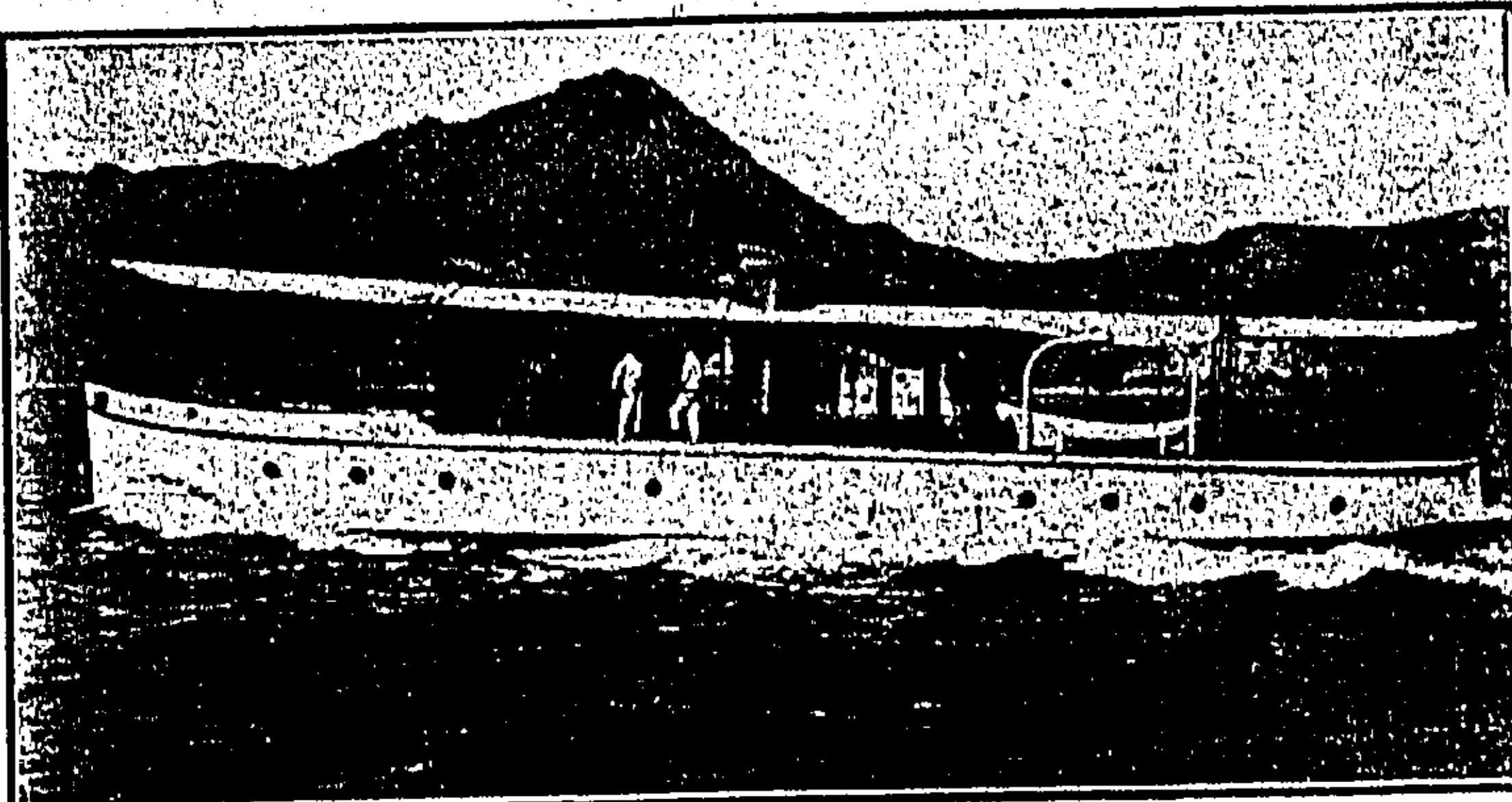
Opening up the two 12-cylinder

Packard engines until they turned 2300 revolutions a minute, Wood made it certain, almost from the start, that the old mark was due to fall. The motors were turning 2300, the wheel was making 3450 revolutions, and the motors performed perfectly. At no time was any trouble encountered.

Although he did not think the boat was doing better than 80 miles an hour, Wood believes that it will yet travel faster than 100 m.p.h.

The big Packard motors used in this boat are the ones previously fitted in Miss America VI. They were too powerful for that hull, and the boat sank. The engines were raised from the river bed, taken apart, and reassembled. The boat, which broke the record was built in less than a week.

GARDNER ENGINES IN NEW HONGKONG LAUNCH.



The installation of a set of Gardner engines in the new launch "Lila" which has been built by Messrs. W. S. Bailey & Co., marks another step in the modernising of the launches belonging to the Harbour Master's Department. The "Lila" is indeed in every respect a modern ship, and her builders have spared no pains to make her one of the most comfortably equipped and furnished launches in the Colony.

Initial charge of the air receivers and as a standby should the charge, through any cause, be lost. An accumulator of 160 amperes hour capacity is neatly fitted in a locker and this supplies current for lighting throughout the vessel, a number of fans and a 5 cubic feet refrigerator. Provision is also made for an electric search-light with deck house control.

The "Lila" is designed by the builders not for speed but for com-

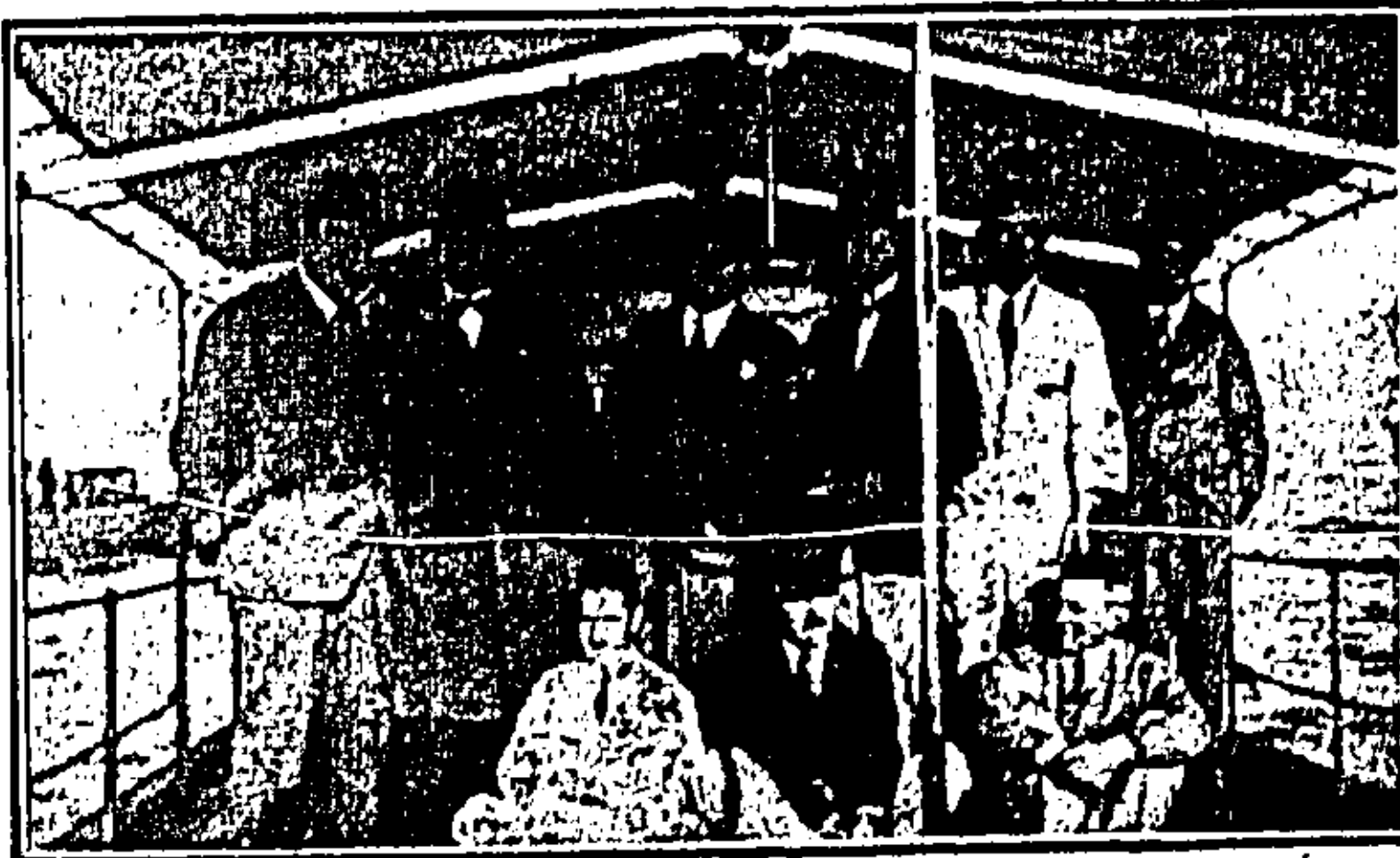
fort and high class finish and is a handsome teakwood vessel of 80' in length by 15' beam with raking stem, cruiser stern, and flared bows for sea-worthiness and wide deck space forward. At each end of machinery space is 3/16" steel bulkhead insulated with asbestos 2" thick and panelled with Philippine mahogany; the peak bulkheads are also of steel. At each side of engine room are the oil fuel tanks of 1/16" steel plate and necessary fittings, with controls led to deck. The deck cabin is forward of boiler casing, neatly panelled with Philippine mahogany and with railway carriage windows at sides and fore end and curtains at windows; the settee is covered with Rexine and has spring bottom and floor covered with linoleum. The state room has polished brass ports fitted each side, and sides of room and ceiling in Philippine mahogany and with spring beds and drawers. Settee



A view of the engine room.

The trials were held on December 21st, and the party present on that occasion were loud in their praises in the steadiness and beauty of the new craft, as well as in the excellent performance of the new Gardner engines. It is interesting to note that another set of Gardner engines have been ordered for a launch now being built for the Hongkong-Cheung Chau Ferry Service. These will be of greater power than those in the "Lila" which consist of a Twin Set of Gardner, 4-cylinder, Crude Oil Engines, developing 144 B.H.P. at normal rating. The shafting and propellers are direct driven through clutches and as the engines are of the compressed air reversing type, heavy and bulky transmission reverse gears are dispensed with. Each engine is complete with its own circulating pump, bilge pump, and air compressor, so that the risk of complete breakdown is practically eliminated.

with lockers beneath, hair-stuffed cushions and holland cover; floor covered with linoleum, dressing table and wardrobe of mahogany and curtains to ports with two brass gimble lamps. Toilet below deck with under-water-line lavatory, wash basin, mirror and hat and coat hooks and towel rail with



Group taken on board during the trials.

Auxiliary Set.

An auxiliary set is also fitted, comprising a small 3 B.H.P. Gardner Paraffin engine, direct coupled to a 1 1/4 K.W., 32 volt, C.D. Lancashire dynamo of the battery charging type. It also drives through a clutch a small air compressor which is used for the

with lockers beneath, hair-stuffed cushions and holland cover; floor covered with linoleum, dressing table and wardrobe of mahogany and curtains to ports with two brass gimble lamps. Toilet below deck with under-water-line lavatory, wash basin, mirror and hat and coat hooks and towel rail with

HUGE PRODUCTION.

Million Cars in Eight Months.

CHEVROLET OUTPUT.

The production of a million automobiles in less than eight months is the remarkable achievement of the Chevrolet Motor Company which in the first three quarters of 1928 has surpassed its own record for the preceding 12 months. The record-making car was produced at the Chevrolet factory in Flint, Mich. It was a standard coach model, finished in avenue green duco, with Tartan tan wheels, black head-

ing an informal ceremony, the millionth car rolled off the assembly line, and in an hour was on its way to a distant dealer.

Mr. W. S. Knudsen, president of the Chevrolet Motor Company, who witnessed the completion of the millionth car, pointed out, in a brief address, that the remarkable achievement could never have been accomplished without strict adherence to precision methods.

An idea can be grasped of the immensity of the task of building 1,000,000 cars in less than eight months, when it is borne in mind that to achieve this record it was necessary that a Chevrolet be built approximately every 10 seconds of every working day. Computing on the basis that there are 25 working days a month, it means that one million cars were built in a little more than 200 working days.

PONTIAC FEATURE.

New Cooling System.

GREATER EFFICIENCY.

Through the introduction of an entirely new principle of radiation the Oakland Motor Car Co. has again been first to introduce a development of major importance to the motorist.

The "cross flow" radiator, one of the features of the new series Pontiac Six, is the latest achievement of the pioneering activities that have given Dupco, four wheel brakes, the fuel pump and many other now widely accepted major improvements to the motoring public.

The principle of condensation, which has long been known, has been used to decided advantage in many other fields of mechanical endeavour but up to the introduction of this new type radiator has never been applied to the automobile.

From the standpoint of construction as compared to the old type radiator its operation allows a design of much greater rigidity. The core is surrounded by three tanks one at either side and one at the top. Thus the tubes are braced on three sides as compared to two on the old type.

Water is introduced into the tank at the top and flows from there into the cool water tank at one side. From there it passes into the engine. After passing through the engine it is returned to the tank at the other side of the radiator and then flows horizontally through 384 inches of radiator core cooling surface where it is cooled and returned to the cool water tank.

The primary advantage of this new design lies in the fact that any water or anti-freeze mixture which may become vaporized while passing through the engine is cooled and condensed before it reaches the outlet vent and remains in the cooling system, therefore, as a liquid. In the vertical (old) type radiator this vapor would pass out of the overflow vent and be lost to the system.

This is of especial value during cold weather when alcohol, or some other equally expensive anti-freeze solution, is used—or in warm weather when much damage can be caused by the loss of water.

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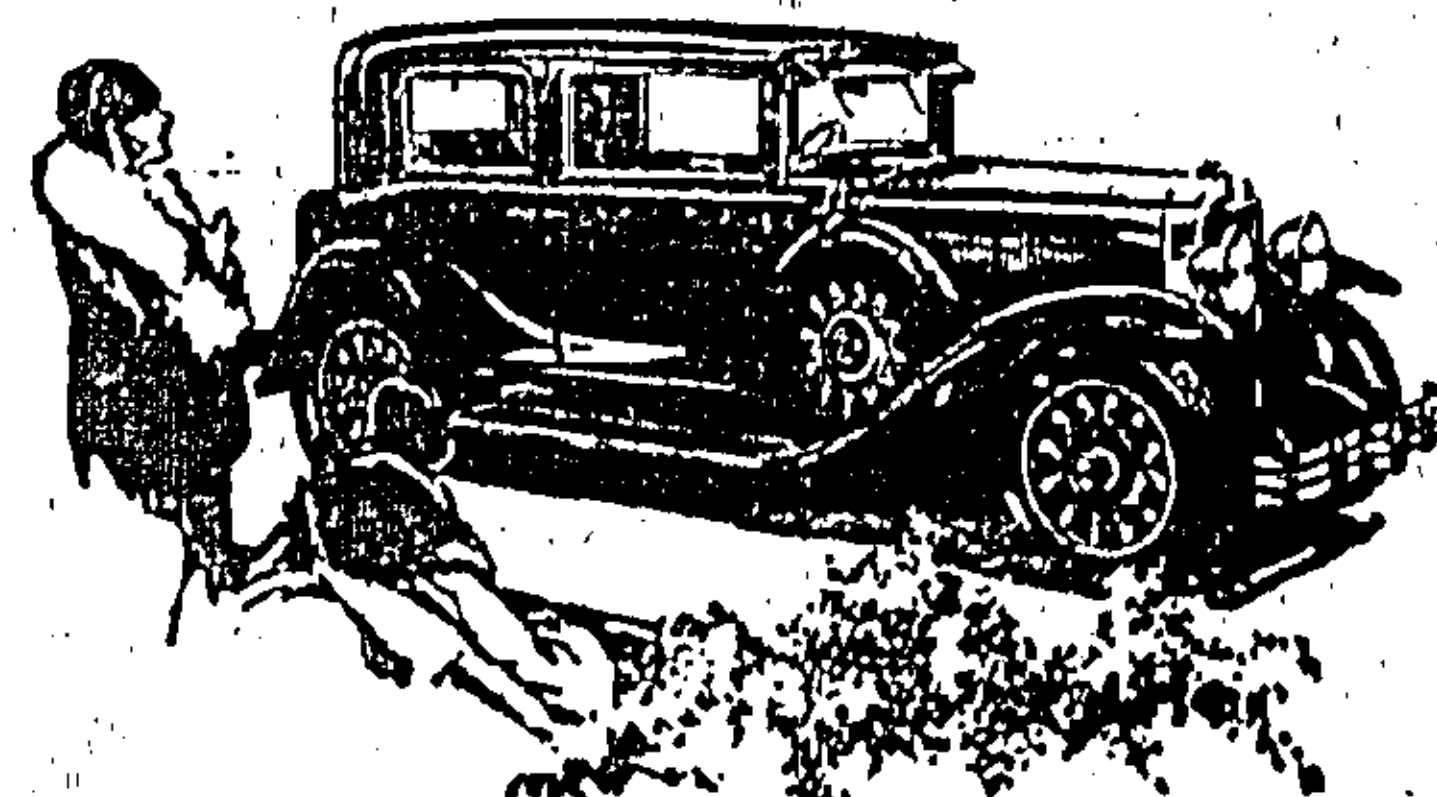
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REV. G. E. S. UPSDELL

Hon. Secretary.

C/o "Hongkong Telegraph"

The new Buick is the new Style



If you want beauty—if you want luxury—if you want up-to-the-minute smartness—there's only one choice—the choice of America—the new BUICK with Masterpiece Bodies by Fisher.....

From one end of the country to another—in New York, in Miami, in Chicago, in Los Angeles and all towns between—overwhelming praise for the distinctive beauty of the Silver Anniversary Buick with new Masterpiece Bodies by Fisher!

All agree that here is a new style—a new mode—an entirely different and original interpretation of motor car beauty, forecasting the trend of smart body-design for months to come.

And all are voicing their approval in steadily mounting demand—a demand several times greater than the demand for any other automobile that makes even the slightest bid for comparison with this new Buick!

Thrilling new lines—graceful contours—gently rounded steel panels at sides and hood, the most expensive steel panel work employed on any automobile in the world—lend matchless charm and beauty to the Buick silhouette.

Vivid new colors—smartly-contrasting chrome-plated headlamps and cowl-lamps—striking new radiator, fender and bumper design—impart added dash and distinction.

And wonderful new interiors—with new adjustable front seats and full-width rear seats—new velvet mohair upholstery—and the most attractive hardware and fittings—all combine to form ensembles of rare and distinguished artistry. It's the new style—the new mode—in motor cars!

The Silver Anniversary BUICK

WITH MASTERPIECE BODIES BY FISHER

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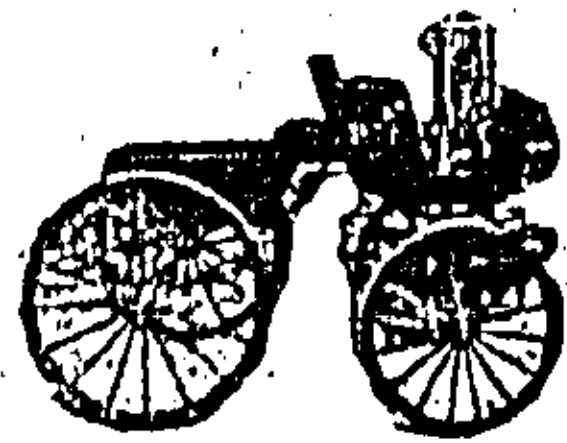
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VACUUM OIL COMPANY.



By Small



WHITEWAYS FOR DOLLAR VALUES

SANDAKAN LIGHT & POWER.

COMPANY'S ANNUAL MEETING.

CONCESSION EXTENDED FOR TEN YEARS.

FUTURE PROSPECTS.

Presiding at the sixth ordinary meeting of the Sandakan Light and Power Company (1922), Ltd., this morning, Mr. R. G. Shewan stated that an agreement which the Company had reached with the Government of British North Borneo for an extension of its concession for a period of ten years had been approved by the Board of Governors at Home. An agreement had also been made with the Government to supply power to its new pumping station.

It was further stated that the revenue of the Company showed a slight but steady progress, there being an increase of more than 10 per cent. in the units supplied for lighting and of more than 12 per cent. for power.

Chairman's Speech.

Addressing the shareholders, Mr. Shewan said:—The profit on Working Account, \$30,301.15, is practically the same as that for last year, although I am pleased to say we supplied 102½ more units for lighting and 124½ more for power than in the previous year. But this increase has been offset in the present year by our having to charge Working Account over \$3,500, part of the salary of a temporary assistant engineer, while I have, and with about renewal of the steel which should now be good for some years at least.

After charging Consulting Committee's and Auditors' fees, providing for depreciation amounting to \$32,837.64, and putting \$2,466.92 to Sinking Fund for replacing the cost of our concession, there remains, after crediting interest \$704.10, a balance at debit of Profits and Loss of \$5,639.54, transferred to General Profit and Loss Account, as per balance sheet. Depreciation makes a big hole in our profits, but, as I said last year, it is sound policy to be on the safe side in this respect.

Concession Extended.

I am pleased to say that the agreement with the Government of British North Borneo for an extension of ten years to our Concession has been approved by the Board of Governors at Home. We have also made an agreement with the Government to supply power to its new pumping station, and our high tension line has been taken to that point. The work was not completed till after the close of our financial year, but it is now in operation; several outside connections have been made, and further applications continue to come in. We feel sure that this extension to our mains will be fully justified when all is at work. For the result from the extension to Batu Lima we must wait till next year.

Electric cooking is slowly gaining favour, and the matter of water heating on the thermal storage system is under consideration.

I very much regret to report that the anticipated coal mining in Sandakan has been indefinitely postponed, due to an adverse report from the consulting engineer; but I understand a renewed effort will be made to work and handle the coal from the present mines in a more efficient manner by the introduction of labour-saving machinery, which will include electrical transporters on Sandakan Wharf.

Plant Well Maintained.

The plant has been maintained in first-class condition, and our Manager and Resident Engineer reports that it has been running very satisfactorily. During the year, a Weir feed pump was purchased and installed, also the No. 4 boiler was fitted with a sawdust-burning furnace to enable it to act as a stand-by during the period of demolition of the old No. 2 boiler and the substitution in its place of the new double-drum boiler.

Generally, the revenue of the Company shows a slow but steady increase, and with the starting of the new Government pumping plant, the sale of units for power should show a substantial increase. I regret to say that we, in common with other industries, are suffering from the slump in rubber, but I think we may look forward to brighter times.

In February last, our Manager and Resident Engineer, Mr. Mayor,

WEDDING IN SHANGHAI.

CHINESE UNIVERSITY COUPLE MARRIED.

The marriage of Miss May Yvonne Lym, of San Francisco, to Mr. Lai Kwong-tsun took place on December 22nd, at the Holy Trinity Church in Shanghai. The Rev. A. C. S. Trivett, Dean of the Cathedral, officiated at the services.

Miss Lym is the daughter of Mr. Lym Sing, a prominent Chinese merchant of San Francisco, and Mrs. Lym-Sing. Miss Lym's family are all in the United States and she was visiting her uncles, Capt. Arthur F. Lym and Mr. Alfred S. Lee, in Shanghai. Mr. Lai is the son of Mr. and Mrs. Lai Hoi-san, of Hongkong, and since his return from the States has been a member of the National Commercial and Savings Bank. The young couple met in America when they were both university students.

The bride was given away by her uncle, Mr. Alfred S. Lee, Mr. Lum Pao-wah, the well-known tennis player, attended the bridegroom and Miss Elizabeth Ma, daughter of Dr. and Mrs. Ma So, acted as maid-of-honour. The bridegroom's mother, Mrs. Lai Hoi-san, and his sister Mrs. Chow, went down from Tientsin to attend the ceremony in Shanghai. Capt. Lym is attached to the Canton Aviation Corps and was unable to return to attend the wedding in Shanghai on account of Commander Chang's flight.

Both the church wedding and the wedding reception, which was given later in the evening at the Sun Sun Hotel, were largely attended by foreign and Chinese friends of the couple. After a brief sojourn in Shanghai, the young couple will return to Hongkong where they will make their home.

JUDGE AND A WIFE'S "CITIZENSHIP."

PETITION FOR DIVORCE AFTER WARNING.

"She has behaved like a good citizen," said Lord Merrivale of a wife who brought a petition in the Divorce Court.

Mrs. Daisy Romer Clarke, of Wilberforce-road, Southsea, sought a dissolution of her marriage with Wilfrid Herbert Clarke. The case was undefended.

Lord Merrivale, the President, said that the case was a remarkable one. Husband and wife had lived together for nearly 14 years and were the parents of a little girl.

They made the acquaintance of Mrs. Margaret Mary Ann Aymer, the divorced wife of Mr. Clarke, who began to assault his wife with demands that she should not be "spiteful," but that she should take friendly proceedings to divorce him. She replied that she would not do anything of the kind, but that if he behaved as he threatened to do she would behave as any decent-minded woman would. The husband continued to behave in that way, and said the judge, the wife was entitled to say that she behaved as any decent-minded woman would.

The police have arrested one man in connexion with the armed robbery at No. 20, Tse Mi Alley on Boxing Day. It will be recalled that four men, two armed with revolvers, entered the premises shortly after 7 p.m. and made away with money and clothing to the value of about \$65.

went on leave, returning to his post early in September. Owing to the illness of our solicitor, we have not been able to have ready the new Articles of Association referred to by me last year.

Accounts Adjusted.

In consequence of the extension of the term of our Concession and the formation of the Sinking Fund, we have had to adjust certain entries in the Profit and Loss Account, as you will see from the balance sheet, and we shall continue to reserve for the replacement of the original cost of the concession, \$101,504.65, by setting aside \$1,000 per annum. This amount at compound interest, together with the \$18,738.45 already provided in these accounts, will return to us the original cost of the Concession in cash and securities.

I do not think, Gentlemen, that there is anything else that I can usefully add for your information, but before I move the adoption of the report and accounts, I must apologise for the lateness of the Accounts, which have been delayed until the receipt from Sandakan of certain information required by our auditors.

Following the Chairman's speech, the report and accounts were adopted, and the customary business transacted.

FOREIGN GIRLS IN CANADA.

GOVERNMENT & A PRIEST'S ALLEGATIONS.

Ottawa, Nov. 28.

The Rev. Abbe Gasgrain, of Quebec, who some days ago made a statement that numbers of young foreign girls migrating to Canada often disappeared without reaching their specified destinations, and implied that they had been the victims of immoral traffic, has been asked by the Immigration Department to present any evidence he possesses in connexion with his charges.

The Department states it has no evidence of any such traffic in Canada in connexion with incoming domestic, and that wherever girls have failed to reach their specified destinations they have gone to relatives or friends who intervened. The Department asserts that every care is taken to protect newcomers against white slave traffickers.—Reuter.

"WELL OF LONELINESS" APPEAL.

AUTHORESS AS SURETY FOR A DEFENDANT.

Miss Radclyffe Hall, authoress of "The Well of Loneliness," was one of those who went surety for a defendant in the Bow-street police court recently for the defendants who are to appeal against the judgment of Sir Charles Biron that copies of the novel should be destroyed on the ground that it was "an obscene libel."

Miss Radclyffe Hall, who was present in court when the recognisances were entered into, joined with Dr. Stella Churchill in going surety for Mr. Leopold B. Hill, Great Russell-street, W.C., representative of the Pegasus Press, Paris.

Mr. Leonard Woolf, literary editor of the "Nation," and Mrs. Virginia Woolf, the novelist, were accepted as sureties for Messrs. Jonathan Cape, Ltd.

Each of the sureties entered into a recognisance of £40 and each appellant £20.

They agreed to abide by the judgment of the Court and to pay any costs that might be awarded.

ABLE TO DEFEY 20 POLICEMEN.

COURT STORY OF DOUBLE JOINTED MAN'S STRENGTH.

London, Nov. 27. A policeman stated at Marylebone Police Court yesterday that an accused man was double-jointed and that 20 policemen could not take him if he wanted to resist.

He was Henry Hale, 30, dealer, of Salisbury-road, West Kilburn, who was charged before Mr. Bingley with wilfully obstructing a policeman.

P. C. Ford said five officers were unable to get Hale to the police station. He went quietly when an ambulance arrived.

Assistant Gaoler Blake said Hale escaped on one occasion from Colney Hatch Asylum.

Hale: On two occasions. A detective said that a prison doctor had reported Hale to be insane, but when he appeared before the Lunacy Justices he was discharged.

Hale was bound over to come up for judgment if called upon within 12 months.

NEW PRAYER BOOK.

THE CHURCH ASSEMBLY CRITICISED.

London, Nov. 28.

The publication, early next month, of the revised Prayer Book, which Parliament has rejected, was the subject of strong protest at the Liverpool Diocesan Conference.

A motion that the Conference should reduce the Diocesan contribution to the Church Assembly Fund by £1,000 as a protest against the action of the Central Board of Finance in authorising the publication was vigorously debated, and was only withdrawn after an assurance had been given by the Bishop, Dr. David, that nothing that the Conference could do would have any effect.

Blackburn Diocesan Conference took the drastic course of postponing for three years consideration of the inclusion of the Church Assembly guide in the Diocesan Budget as a protest against the "present constitution, temper, unrepresentative nature and bureaucratic outlook of the Assembly."

Mr. Park, who moved the resolution in the Liverpool Diocesan Conference, explained that he believed that it was only by passing such a resolution that the Diocese could show its disapproval of the publication of the Deposited Prayer Book in spite of its rejection by Parliament.

Mr. J. W. Jones, a member of the Church Assembly, who opposed the motion, said that he had always been against the new Prayer Book, but declared that the reduction of the Diocesan contribution could not have the slightest effect on its publication.

Protest on Principle.

Another member, the Rev. H. E. Crowder, declared that while he could have no part in the reduction of the Diocesan contribution, he viewed the printing of the rejected Book under the aegis of the Church Assembly with the deepest concern. It was a direct encouragement to the Bishops to proceed with a policy concerning which other Synods, as well as Liverpool, had expressed their gravest doubts.

The Bishop then explained that the Bishops had assigned the copyright in the new Book to the Central Board of Finance. The official printers had approached the Board for leave to print the Book, as they had found there was a considerable demand for it, and the Board had asked for guidance. If the Bishops had said the Book should not be printed officially, Dr. David continued, there would have been piracy all over the country. All sorts of presses would have printed the Book, or portions of it, without any guarantee of its accuracy.

"Whatever the Conference says," the Bishop added, "I am afraid it can have no possible effect upon the publication of the Book, which will be ready before Christmas."

Mr. Parker then said that, as the chief point he had in view was a protest on principle, he was prepared to move a reduction of the Diocesan contribution by only £50, or even £10.

At the suggestion of the Rev. A. G. Bernard, who pointed out that Mr. Park had attained his object and seen how largely it was supported, the motion was withdrawn.

Savings Certificates sold week ended November 10 were 1,049,899, making the total 883,456,108.

The Very Idea!

For over two years, the son of a well-known resident of Wagga, Australia, had suffered from a mysterious illness, which local physicians were unable to diagnose or cure. The lad had violent pains at the back of his nose, and his general health suffered severely. He was eventually taken to Sydney to see a nose and throat specialist.

The surgeon carefully examined the boy and then announced that the source of the trouble was a plant seed which had found its way into the upper nasal passages and had begun to sprout. An operation soon removed the curious obstruction.

The case is not unique in Australian medical annals (says the Central News). Four years ago an eleven-year-old girl developed headaches and then became paralysed down the left side. The case puzzled physicians until a specialist discovered a young melon-seedling in the ear.

The girl was questioned and it was ascertained that she had been playing with some school-fellows, and the youngsters had been shooting melon-seeds at one another. One had lodged in the girl's ear, been pushed in, and had begun to sprout.

In the same year a farm labourer got a hay-seed under his eyelid and it sprouted there. It received enough moisture to form a blade, and enough light to turn green.

They were talking of the business affairs of their husbands over an afternoon cup of tea.

"Yes," said Mrs. Thrift proudly, "dear John is going to draw out all his capital from the bank and set up in business on his own."

"Indeed," murmured Mrs. Hopkins, who was inclined to deafness, "Is that so?"

"Oh, yes! He leaves the office next week. He has burnt his bridges, you see."

Mrs. Hopkins blinked uncertainly.

"My dear," she said sympathetically, "I do hope they weren't his best ones!"

The *Sunday Express* publishes a story of how his Royal Highness the Duke of York overcame a slight impediment in his speech by learning to speak again from the beginning, under the tutelage of a young Australian, Mr. Lionel Logue. The *Sunday Express* says that the Duke of York first feared the ordeal of the Australian tour, but agreed to make a fresh effort, which was successful. His speechmaking has improved wonderfully.

To-day's Dog Story.—"My touse-haired terrier 'Peter' has a great dislike of cats, and much resented the recent advent of a black kitten, a necessary addition to the household on account of the sudden appearance of swarms of mice," writes a Teignmouth reader to a home paper.

"One stormy night we were surprised when 'Peter' left his cosy fireside corner to bark as if to be let out in the garden. I opened the door, but it was raining heavily, and the dog did not want to go out, so I closed it again and resumed my seat. Presently he began barking more furiously than ever, and once more I opened the door. Still he made no attempt to go out, only barked excitedly. I was about to close the door for the second time when out of the darkness came the kitten, a pliable object, with soaking wet fur and eyes wild with fear. Peter immediately assumed an attitude of delight, and wagging his tail, almost pushed the kitten into the hall.

"Despite his intense aversion to cats in general and the kitten in particular, he had barked to let us know of its distress. That seems to indicate a kind heart indeed."

Man at Lewes—I plead guilty unconsciously.

A guilty conscience is likely to be its own excuser.

Every time a woman sees a mirror she pauses to reflect.

If the cause of failure is known there is hope of success later on.

Mr. Bingley (the Marylebone magistrate)—It is a man's business to control and look after his wife.

A man who appeared at Lambeth Police Court was said to have been in receipt of outdoor relief for seven years.

"Yes," said the shopkeeper, frowning one of the new Bank of England notes, "they seem a bit strange at first, but they grow on you."

"Grow on you?" rejoined the customer. "Wish they bloomin' well did!"

Man at Wood Green summoned for assaulting a woman: It was her tongue which caused it. It kept coming out and I lost my temper.

Solfeitor at Willesden: I ask the Bench not to take any notice of the defendant's disreputable appearance; he is wearing his judgment summons clothes.

The working man, sees more clearly than the majority of educated persons the absurdity of international hatred and jealousy. —Dean Inge.

Powells

10, Ice House Street.

NEW YEAR GIFTS FOR MEN.

We have on show many useful articles which would be appreciated by your friends. For instance a nice Tie or Handkerchiefs, Sweater, Dressing Gown, Pocket Wallet, to mention only a few of the popular items, there are many more and we shall be pleased to help you make a selection.

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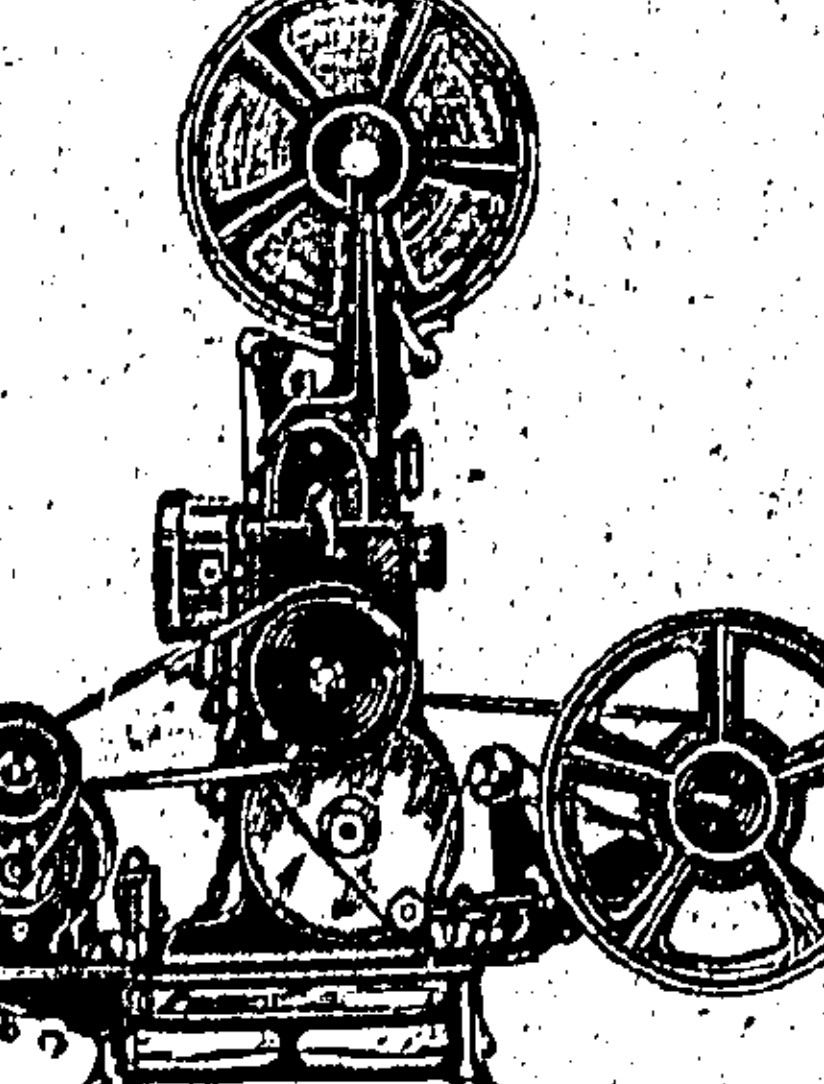
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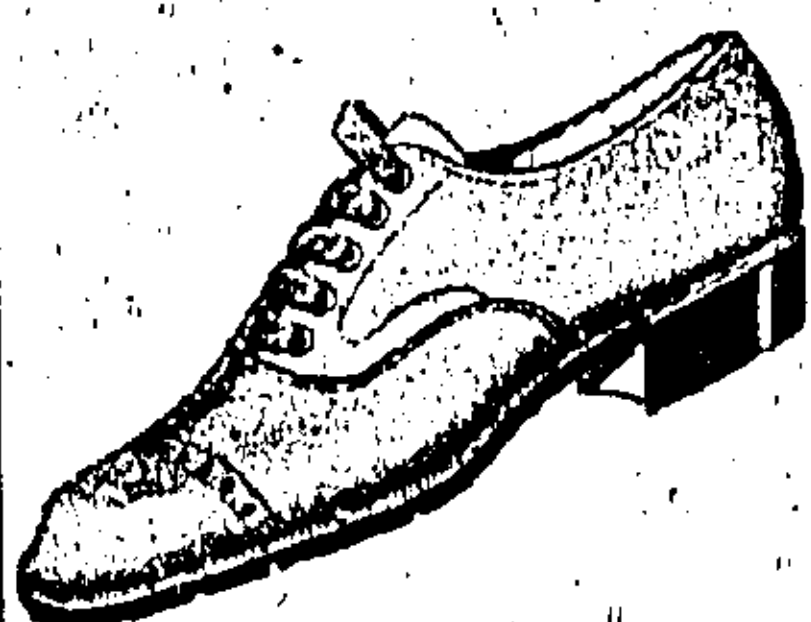
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Passenger: I do not wish to be too severe, but I consider this largely your own fault and I don't intend to tip you.



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Styles which can only be explained on those finer points of high grade shoe making which is so apparent in every pair.

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TO-MORROW

at 5.20 and
9.15 p.m.



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CHINESE PICTURE "NEMESIS" Part 2
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THE WORLD OF SPORT

LOCAL BILLIARDS.

CRAIGENGOWER SUFFERS BIG DEFEAT.

The return billiards match between the St. Joseph's Old Boys' Association and the Craigengower Club was played last on the Catholic Union's table, and resulted in a win for the St. Joseph's Old Boys by a margin of 275 points. For the winners, Mr. V. M. Barradas made a break of 88.

Scores:
St. Joseph's Old Boys.
A. A. M. Rodrigues 112
M. A. Baptista 200
A. J. M. Rodrigues Jr. 200
V. M. Barradas 200
S. M. Cruz Jr. 200
C. F. Vaz 200

1,112

Craigengower.

E. Zimmermann 200
H. Kew 161
I. M. A. Razaek 144
M. Medina 114
A. Kitchell 163
N. Mow Fung 65

837

BASKETBALL.

TOURING TEAM TROUNCE THE CHINESE Y.M.C.A.

The All-China touring team met the Chinese Y.M.C.A. at basketball on the Y.M.C.A. court on Thursday evening and won by 86 points to 22. Although the court was too small to permit of a perfect display of their wonderful combination, the scores show beyond doubt that the all-China team is the strongest that has ever visited Hongkong.

In the first quarter the visitors scored rapidly, compiling about 30 points. In the second quarter, coach Chua changed all his men, so as to give a chance for other members of the team to contribute their bit. At the end of the second quarter the score rose to 46. During the third quarter, the coach put in all the light players and the score increased to more than 60 points.

In the last fifteen minutes coach Chua again fielded his heavy players. This was the most exciting quarter and the frequent whistling of the referee only betrayed the increasing points being piled up by the visiting team. Although the local team only scored 2 points during the last quarter, they put up a hard fight.

Woo, the centre forward, and Lee, the wing man, scored most of the points. Au Yang Philip, the tallest man in the team, was a tower of strength in the defence line. Au Yang So Hui and his team mates also contributed a great deal to enhance the reputation of the team.

BOXING TOURNEY.

PROPOSED CHAMPIONSHIP CONTEST.

The next tournament of the Hongkong Boxing Association will be held in the Theatre Royal on Saturday, January 5. The programme has not yet been definitely decided upon, but promises to be attractive, with one championship bout.

It is probable that the championship match will be for the featherweight belt. Efforts are now being made to get Signman Shona and Leading Seaman Mudge, of H.M.S. Berwick, together over fifteen rounds. Shona has put up some splendid exhibitions and Mudge is stated to be a first class man.

Leading Seaman Hall, of H.M.S. Titania, who always gives full value for money, has been matched against Leading Seaman Davis, of H.M.S. Hermes, over ten rounds at the lightweight limit. Both are experienced exponents and a fight well worth seeing should be witnessed.

Another attractive event will be a ten round welterweight contest between Leading Seaman Clayton of H.M.S. Berwick and Leading Seaman Hale of H.M.S. Hermes. There will also be two six round contests.

FANLING GOLF.

RESULTS OF THE CHRISTMAS COMPETITIONS.

In the Bogey Pool played at Fanling over the Christmas holidays, R. E. Greensmith was the winner with a card of four up, E. D. Lawrence being second with two up.

Other scores were: A. E. Lissaman, all square; J. W. Shewan, Capt. A. W. Davison, L. G. S. Dodwell, C. E. Holmes and H. U. Ireland, one down.

Eighty-three cards were taken out.

Medal Competition.

The Medal Competition was won by H. U. Ireland with a card of 84-7-77. Other scores were: E. W. Kirk, 90-10-80; L. G. S. Dodwell 86-5-81.

Twenty-one cards were taken out.

LOCAL CRICKET.

The following will represent the Volunteers against the K. C. C. at 11 a.m. sharp on K. C. C. ground to-morrow:—E. J. R. Mitchell (capt.), H. Owen Hughes, A. W. Hayward, F. Baker, H. V. Parker, G. R. Vallack, A. Reid, E. R. West, H. F. L. Ewin, G. E. R. Divett and R. H. D. Wade.

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LONDON YOUTH SUED BY WIFE FOR DESERTION.

"You must have kidnapped him," said Superintendent Hannon at Blackpool recently to a girl of 21 who said of her 17-year-old husband: "I married him when he was an errand boy."

Allice Bloom, 21, summoned her husband, Amos Joseph Bloom, aged 17, now living with his mother at Golders Green, London, for desertion. She said her husband left her 18 weeks ago.

A letter was read from the husband, in which he said he was trying to do his best for his wife and had provided a home for her and their baby. He also said that his wife removed all the furniture from the room in which they lived and left him to sleep on the floor. The Bench adjourned the case for a fortnight to see if a reconciliation could be effected.

DAIRY FARM NEWS

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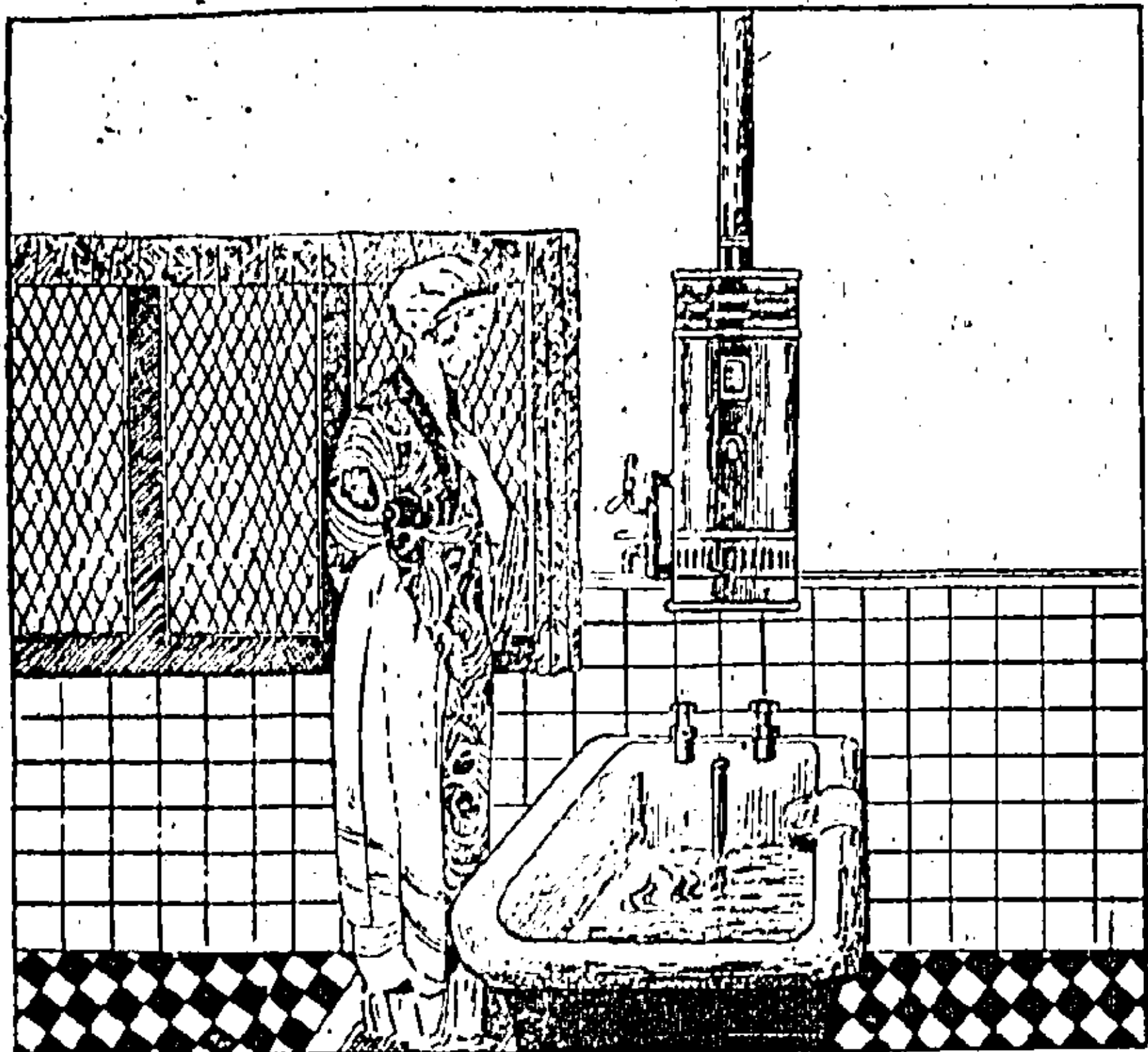
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MR. HOOVER'S VISIT TO S. AMERICA.

THE MEANING OF HIS
MISSION.

TRADE AND POLITICS.

Mr. Hoover has already taken, with characteristic decision, a step which must have considerable bearing on the future policy of his Administration. On the day following his election he telegraphed to President Coolidge proposing a tour of the South American Republics and asking for a battleship to be put at his disposal for that purpose. In reply, the President pledged his full official co-operation and ordered the battleship Maryland to proceed to San Diego port, California.

Prior to accepting the Republican nomination, it will be recalled that Mr. Hoover was head of the Department of Commerce. During his five years' tenure of this office, he raised its efficiency to a very high level. One of his most fruitful policies was the "simplification" of American manufactures, attained through a series of industrial conferences with the principal trades, which has resulted in a larger and cheaper output of many hundreds of products, by eliminating, through mutual consent, other hundreds of redundant specifications. In the foreign field, reports of consular and other Government agents were brought up to date and carefully edited. Trained investigators were sent on special tours to analyse the opportunities for American goods and service throughout the world, and the results of their inquiries were quickly made available to those interested. It is not the least of Mr. Hoover's achievements that the United States is now, to use its own phrase, thoroughly "sold" on the idea of export trade. To no part of the globe has this intensive study and propaganda been more thoroughly applied than to the twenty Latin Republics lying south of the Rio Grande.

A New Policy.

It is an open secret that this visit of the President-elect marks a new step, if not a new policy, towards political "rapprochement" and trade intensification with South America. The political atmosphere, if not exactly unsatisfactory, is admittedly capable of much improvement. United States control of Panama; her tutelage of Cuba and Haiti, hardly distinguishable from a protectorate, her armed intervention at various dates in Mexico, Costa Rica, and Nicaragua, have placed too severe a strain on the Monroe Doctrine for it to retain any trace of altruism in Latin American eyes. The debates at the Pan-American Congress held last Spring at Havana were halted, in America, as a triumph of diplomacy for Mr. Hughes. But the adroit shelving of awkward questions does not necessarily save them; and the tacit acceptance of what most South American States regard as American "aggression" does not imply confidence. The restoration of that confidence may safely be assumed to be one of Mr. Hoover's first tasks.

Vigorous Methods.

In matters pertaining to trade, his work is straightforward, and one at which he is a past master. It involves investigation, co-ordination, organisation. We may assume that no detail of banking, transport, merchandising, or advertisement which might further the sale of American goods will escape the attention of the trained staff which will accompany and report to him. The methods that have borne such good fruit in the past five years will be "speeded up." We may use and fully examine the figures of British vis-a-vis American trade in South America as an object-lesson in the practical results of this policy.

Percentage of total imports to Latin America:

	1912	1927
Goods from	Per cent.	Per cent.
Great Britain	25	18
United States	24	38

It is true that American trade has taken advantage of the newer inventive fields, such as the automobile, the cinema film, the radio, the electric refrigerator. But the market for older counts of cotton, such as carpets and drills, has also been captured from Manchester, although the latter is pre-eminent still in paper textiles. The fact remains that it is difficult to find any commodity which registers for Great Britain the advance that may be noted in many directions for our greatest trade rival. Moreover, the old conditions in South America are altering. New national industries are everywhere springing up, and the demand for industrial machinery, including many branches of road-making and repairing machinery, packing plant, oil drilling and refining, pipelines, &c., today form a large item in the United States' returns. On the British side, if we eliminate the orders obtained from the railroads and other public utilities held for the British inventor, the British capture of

"free" machinery trade is disappointingly small.

A Land of Opportunities.

As an engineer and a business man, however, Mr. Hoover cannot help viewing South America from another aspect. It is that of a great undeveloped estate, whose resources, if they can be profitably exploited, will benefit all concerned. American enterprise can show him striking examples in his own profession on the Pacific Coast. The Corro de Pasco copper, coal, and smelting works, on the roof of the Peruvian Andes, not only yield good dividends, but a revenue to the Government, and high freights to the Central Railway and through it, to the British shareholders in the Peruvian Corporation. The Guggenheim development of the immense low-grade copper deposits of Northern and Central Chile have resulted in an increased Chilean copper export in the last fifteen years, from 40,000 tons to 200,000 annually. Every advance of this sort in the total divisible wealth brings trade and profit to all, trade rivals though they may be.

On the Atlantic coast the United States advance has not been so marked, but it is proceeding, chiefly in the sphere of electrical undertakings, telephones, and the like, and also in the "good Roads" movement, which followed on the sale of American automobiles.

The Aid of Finance.

The large number and total of American loans to the various Republics, States, and cities of South America has also had an important bearing on the American position, which deserves separate study. It is not generally true that such loans carry the obligation to favour American contracts. But much of the interest in Mr. Hoover's tour will arise from speculations on the part of the countries and districts through which he passes, as to the chances of attracting an even greater share of America's surplus cash.

That important results will come of this trip may be safely predicted.

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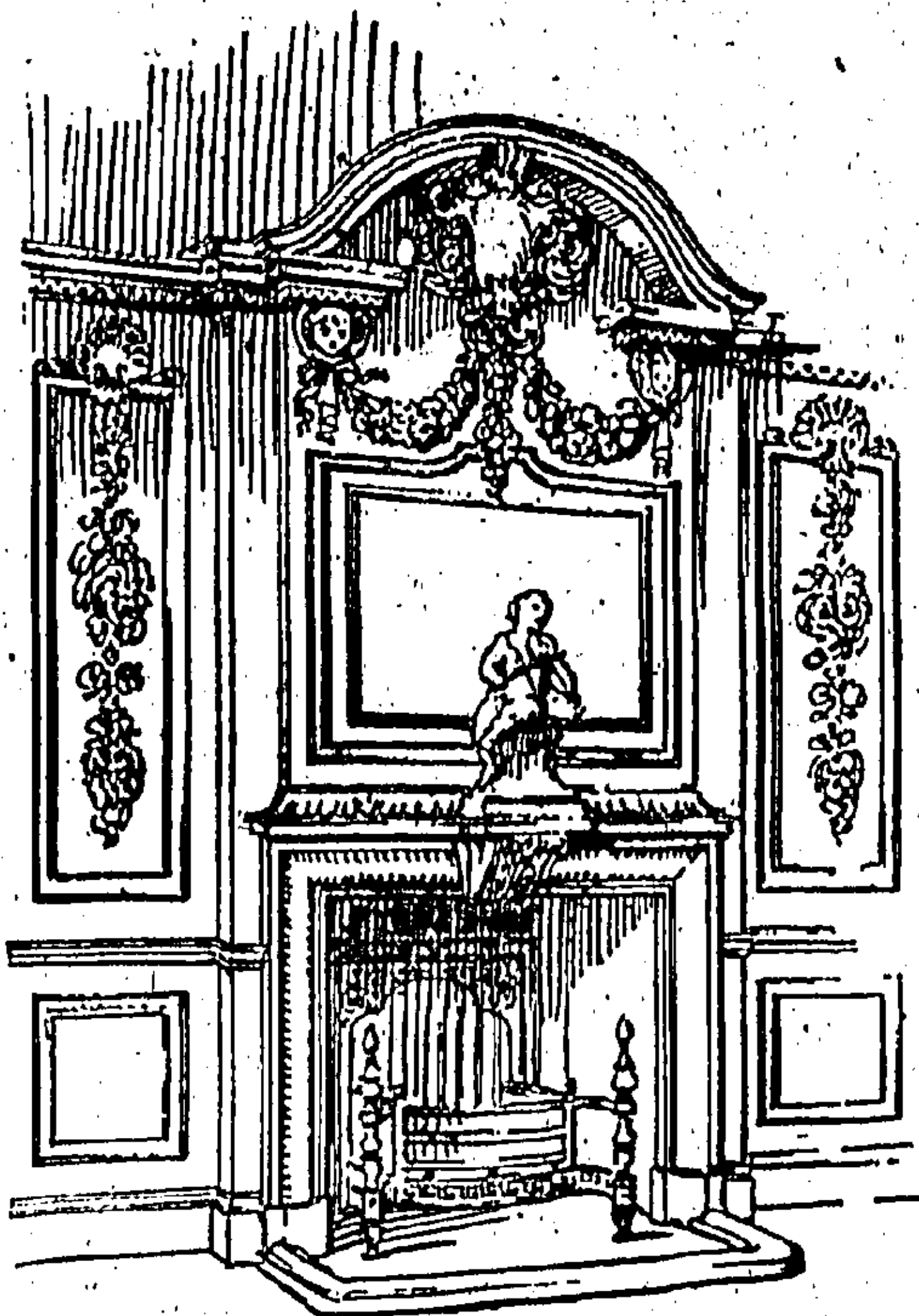
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DISCOVERIES OF ROY CHAPMAN ANDREWS.

PREHISTORIC MONSTER OF TEN TONS WEIGHT.

Mr. Roy Chapman Andrews, the American explorer, has described the finding, in the heart of the Gobi Desert, of the fossilised remains of what he described as the "largest animal yet known to science"—a monster 25ft. long and weighing more than ten tons, which roamed the world not less than eight or nine million years ago.

Mr. Andrews, who has just returned from his fourth expedition into the Gobi Desert in Mongolia, under the auspices of the American Museum of Natural History, gave a description to a Press representative of some of his discoveries of the fossilised remains of prehistoric beasts, and of traces of a colony of human beings who lived in Mongolia about 25,000 years ago.

"We found," stated Mr. Andrews, "the bones of an entirely new prehistoric mammal, the largest animal yet known to science. From the bones found we discovered that the monster, which roamed through the world not less than eight or nine million years ago, was 25 feet long and 14 feet high to the shoulders, had a neck 12 feet high, was as big as a freight car, and weighed more than 10 tons."

The upper bone of its fore-leg, the humerus, was, he added, four feet long, and weighed 200lb.

"The monster," Mr. Andrews said, "is related to the rhinoceros family, but had a long neck, and fed on leaves from the treetops. The species died out, probably because it became too big to secure food."

Two Complete Skulls.

Mr. Andrews and his little party of nine other scientists and 27 men found two complete skulls of the great beast—which has not yet been given a name—and enough bones for the skeleton to be reconstructed.

A skeleton was found intact, but so immense was it that it was impossible to move it without more preparations. Mr. Andrews, however, hopes to recover it next year.

The skeleton was found on a hill-top, with its hind legs in one ravine, and its front legs, in their proper position, attached to the skeleton, in another ravine 25 feet away.

Another discovery was a great Mastodon—a prehistoric elephant—with a paw eight or nine feet long and shaped like a coal scoop.

In the same district the party found traces of a great colony of people of the Stone Age.

"The various specimens are now on their way to New York, but, in due course, duplicates will be distributed to foreign museums."

A SUSSEX "FIND."

Remains of a Prehistoric Reptile.

Geological research in the strata of Wealden sand in a quarry at Ridgewood, Uckfield, Sussex, now being excavated at the depth of 25 feet, has resulted in the discovery of the remains of a prehistoric reptile.

Some objects of a bony nature were revealed resembling the apical vertebrae of a dinosaur, and examination was made by Sir A. Smith Woodward, formerly Keeper of Geology at the British Museum, who pronounced the vertebrae to be those of an iguanodon, a colossal fossil lizard. The iguanodon is believed in some cases to have been at least 80ft. long.

It is believed that this is the first fragment to be found near Uckfield of this reptilian monster, the first discovery of which in Tilgate Forest in 1822 by Dr. Mantell, of Lewes, opened a new chapter in geological history.

The vertebrae have been presented to the Brighton Museum.

CAPT. BERT HINKLER ENTERTAINED.

CARRIED ENGLISH AIR TO AUSTRALIA.

Squadron Leader Bert Hinkler was entertained at a dinner given by Sir Charles Wakefield at the Savoy Hotel recently and gave a description of his flight to Australia in 15 days and a half.

He said that in London, before he left, the tyres of his landing wheels were pumped up and the air which had been put into them carried him right through to Melbourne. At Melbourne, for the first time, English air was loosed in Australia. "I do not wish to make any suggestions," he said, "but the day after this English air was let out in Australia there was a fog."

His first object in going to Australia, he said, was to see his parents, and he took the quickest route.

Sir W. Sefton Branner described Squadron Leader Hinkler as a superb engineer and navigator and a born airman.

Sir Charles Wakefield said that Squadron Leader Hinkler had added to the heroic legends of our race. The machine which carried him day after day so steadily in his flight to Australia was British in every respect.

NEW ART MYSTERY IN GERMANY.

30 "VAN GOGH" PAINTINGS DECLARED FORGERIES.

Berlin, Nov. 28.

Berlin art dealers and collectors, some of whom have been enjoying, and others worrying over the great hoax to which art circles all over the world have fallen a prey in buying works of the Italian sculptor Dossena and taking them for original medieval art treasures, are to-day troubled by a new mystery. No fewer than 30 "Van Gogh" paintings which are in the possession of various German collectors are declared to be forgeries.

The German public galleries, which only to-day have been admitting that none of Dossena's works have been accepted by them, are already on the defensive again; all the thirty Van Goghs in question are private German property, they state. The German art market will suffer considerably in consequence.

The thirty alleged Van Gogh paintings, all of which found their way on to the market through the same German dealer, gave such conviction to experts of their originality that the great Van Gogh connoisseur, the Dutch art historian, J. de la Faille, included them in a catalogue of the artist's paintings which he published. At a Van Gogh exhibition last year organised by a well-known Berlin firm of art dealers, however, none of these alleged originals was hung. When, therefore, some time afterwards many of these paintings were hung in a Van Gogh exhibition at Hanover there was much talk among the initiated as to whether they were genuine or not.

Art Historian's View.

De la Faille himself likewise began to have some doubt as to their origin, and about four months ago, in conjunction with the German art connoisseur, Professor Meier-Grafe, resumed his investigations into the matter. The Dutch art historian transported some of the doubtful pictures to Holland, and has since been examining them. Now he announces that he is of opinion that these pictures, which are alleged to have been originally in the possession of a Russian family, are all forgeries, and the work of one hand.

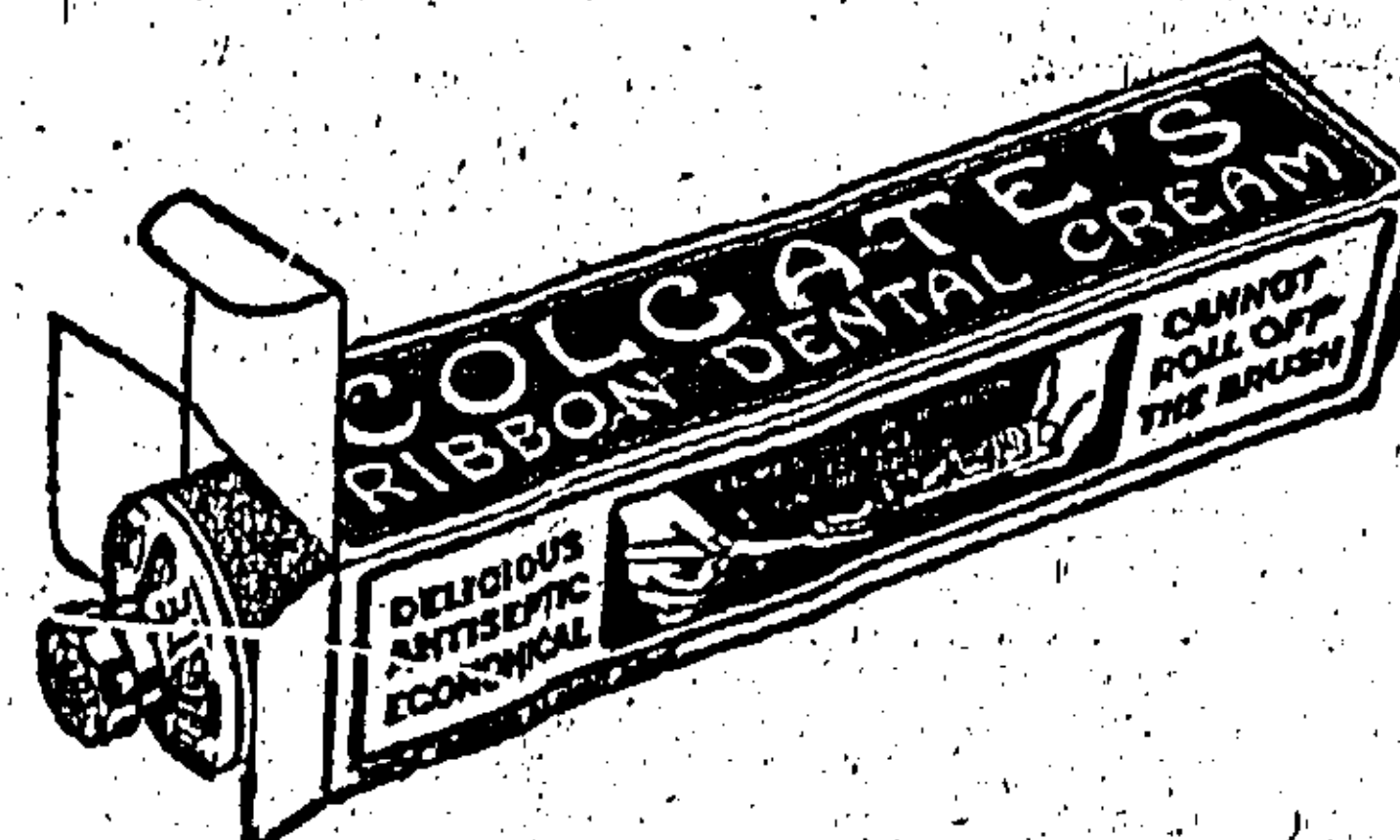
Professor Meier-Grafe, expressed his disapproval at De la Faille's hasty publication of his opinion. That the pictures are not genuine, he said, has yet to be definitely proved, and in a month's time he declared he will have conclusive evidence as to their origin.

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D'ARTAGNAN... 1st Jan.
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SHIELD COMPETITION.**LOCAL FOOTBALL ASSOCIATION
ARRANGES FIXTURES.**

At a meeting of the Hongkong Football Association, in the board-room of the S. C. M. F. yesterday, the draw for the first round of the Shield Competition was held, and resulted as follows:

Division I.

Recreo v Hongkong Club, Recreio ground.

Navy v K.O.S.B., Caroline Hill.

The remaining first division teams received byes with the exception of the Small Units who did not enter.

Division II.

R. A. v S. China "B," Sookunpoo.
China Ath. "B" v Recreio, Athletic ground.

South China "A" v Queen's, Caroline Hill.

Chinese "A" v K.O.S.B. Club ground.

Police v Kowloon, St. Joseph's ground.

Byes.—R.A.F., Navy and P.W.D. Chinese.

All above matches are to be played off on January 12, 1929.

The meeting fixed January 26 as the date for playing off the final of the Sunday Herald Cup, between England and Portugal, on which occasion it is hoped to obtain the services of the Queen's Regiment band.

Mr. J. Ormiston presided in the absence of Mr. R. Hall. Before the business of the meeting commenced, the chairman welcomed back Mr. A. T. Hamilton, saying that he was a very ardent supporter, a faithful friend and a good helper. Mr. Ormiston also welcomed Lieut. Commander J. P. White, of H.M.S. Bruce, pointing out that he was succeeding Mr. J. W. Barber as hon. secretary for the Navy.

The Interport.

The meeting considered the interport arrangements in connexion with which Mr. W. E. Hollands, hon. secretary, said that he had written to Shanghai on October 3 telling them that Hongkong was entering a team for the Interport and extending an invitation to them to send a team to Hongkong. Mr. Hollands stated that

up to December 22 no reply had been received, so he cabled and received a cable in reply which stated that the letter must have gone astray and that the invitation was accepted. The cable further said that a team would leave Shanghai about February 5, 1929.

The following were elected to form a special sub-committee to make all arrangements in connexion with the Interport game, including the selection of a team.—Mr. R. Hall, Mr. A. T. Hamilton, Mr. H. K. Lee, Mr. J. Lawrence, Capt. A. W. Austin, M.C., M.M., R.A., Lieut. Commander J. P. White, and Mr. W. E. Hollands, hon. secretary.

Mr. G. T. May read the balance sheet as on December 28, 1928, which showed a balance in the bank of \$8,258.20 on the Interport Account and \$5,878.49 on the General Account.

The chairman commented that the report was very satisfactory.

The meeting then concluded, Mr. Ormiston wishing all a happy New Year.

Charity Match.

A special football match, the Army versus the Rest of the Colony, will be played at Sookunpoo, on Tuesday, in aid of the Ministering Children's League.

Sir Shou-son Chow, who will kick-off at 3.30 p.m. By kind permission of the Commanding Officers, the massed Drums of 1st Bn. The Queen's Royal Regiment, and 1st Bn. Bede, and Herls. Regiment, will play from 2.45 p.m.

Messrs. Lane Crawford, Ltd. have again kindly presented one of their famous "Globe" footballs, as used in the English Cup Final 1928, for the match, and this ball will be raffled at half-time. Messrs. H. Rutledge & Sons have kindly presented a Credit Note value \$20.00, which will be awarded to the holder of an admission ticket number, which will be drawn by Sir Shou-son Chow at half-time.

Last year, owing to inclement weather, the gate receipts were comparatively small, and it is hoped that with the generous support of all followers of the game, the amount handed over this year will be a record.

Arrangements to provide medical and dental treatment for 273,000 L.C.C. school children are being made for the coming year.

LETTER GOLF.

It's a GOOD RULE to par as many holes as possible in golf and letter golf. It's surprisingly easy to do that to-day.

G	O	O	D
R	U	L	E

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

TENNIS TOURNAMENT.**THE SINGLES AND DOUBLES CHAMPIONSHIPS.**

Entries lists have been sent out by the Hongkong Cricket Club for the annual tennis tournament which opens on the Cricket Club ground on Wednesday, February 13.

There are seven events as under: Men's Championship Singles, Men's Championship Doubles, Club Championship, Handicap Singles "A," Handicap Singles "B," Handicap Doubles and Mixed Handicap Doubles. Entries close on Saturday, January 19. Holders of challenge cups must enter and play from the commencement.

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"ELVENBANK" ... via Suez Canal ... 11th January

"ELMBANK" ... via Suez Canal ... 16th February

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Pres. McKinley ... Tues, Jan. 14th Pres. Jefferson ... Tues, Jan. 21st
Pres. Grant ... Tues, Jan. 28th Pres. Lincoln ... Tues, Feb. 4th
Pres. Cleveland ... Tues, Feb. 11th Pres. Madison ... Tues, Feb. 18th

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Pres. V. Buren Sun, Jan. 13, 8 a.m. Pres. Adams ... Sun, Feb. 24, 8 a.m.
Pres. Hayes Sun, Jan. 27, 8 a.m. Pres. Garfield Sun, Mar. 10, 8 a.m.

To Manila

Pres. Wilson ... Dec 30th, 8 a.m. Pres. V. Buren ... Jan. 13th, 8 a.m.
Pres. Taft ... Jan. 1st, 6 p.m. Pres. Jefferson ... Jan. 15th, 6 p.m.
Pres. McKinley ... Jan. 5th, 6 p.m. Pres. Grant ... Jan. 19th, 6 p.m.

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TO OSAKA via AMOI, SHANGHAI, MOJI & KOBÉ	Kumsang Fooksang	Wed. 2nd Jan at 7 a.m. Thurs. 10th Jan at 7 a.m.
TO STRAITS & CALCUTTA	Namsang Kutsang	Fri. 4th Jan at 3 p.m. Wed. 9th Jan at 3 p.m.
TO SANDAKAN	Maussang Hinsang	Mon. 14th Jan at 10 a.m. Fri. 18th Jan at 3 p.m.
TO CANTON	Kwongsang	Tues. 1st Jan at 9 p.m.
TO TIENTSIN via SWATOW, SHANGHAI & WEIHAIWEI	Chipsang	Sun. 30th Dec at 7 a.m.

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2.00 p.m. "WING ON" from Wing Lok Wharf. 2.00 p.m. "SUI AN" (Sundays Excepted)	8.00 a.m. "SUI AN" (Sundays Excepted)

EXCURSIONS TO MACAO.

On Wednesday, 26th December (Boxing Day) and On Sunday 8. P. "SUI AN" 30th December.

Will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 4.00 p.m.

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Motor Vessel "GLENGARRY"	9th Jan.
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A DISASTER IN SPACE.

SEARCH FOR A BROKEN COMET.

Astronomers are carefully scanning the region of the sky in the vicinity of the stars of Leo in the hope of locating the Taylor comet, which was discovered 13 years ago by the astronomer after whom it is named.

While it was under observation in the early part of 1916 it was seen to break in half, and became two separate comets following different orbits.

Calculation showed that it should return to the neighbourhood of the earth after an interval of 63 years, but though it was searched for in 1922, when its first return visit was due, nothing was seen of it.

Assuming that it was still in existence and following the orbit assigned to it, the twin comet must have made a perilously near approach to the giant planet Jupiter in the summer of 1925, and in its disintegrated condition it is doubtful whether it survived the disruptive influence of the biggest planet in our system.

Sweeping the Stars.

Now a second return is due, and big telescopes all over the world are nightly sweeping among the stars of Leo for this unfortunate wanderer in space.

It may turn up as three comets, or, like Biela's Comet, which broke in two in 1846, as a great swarm of cometary debris, visible as "shooting stars," should any of its shattered fragments get caught in the earth's atmosphere.

Recently a comet was discovered in South Africa, in all probability a brand new comet, as it was in a part of the sky too far from the region Taylor's Comet would now be passing through, whatever may have happened to it since it first met with disaster and was rent asunder by some mysterious cosmic force twelve years ago.

LIQUOR SMUGGLING.

ATTEMPT TO CONTROL THE CANADIAN SUPPLY.

Washington, Dec. 28. Commenting on an Ottawa announcement that Canadian and United States Government representatives will meet there in July, 1929, to discuss steps for the control of smuggling, United States Treasury officials say that revision of the Liquor treaty with Canada will be the principal subject of the discussion.

It is hoped to incorporate in the existing treaty similar terms as in the treaty with Cuba, which prohibits the clearance of ships carrying liquor to American ports. Officials say the Canadian statistics show that \$4,000,000 worth of liquor was shipped from Canadian to United States ports last year.—*Reuter's American Service.*

JAPAN'S POLICY.

ATTITUDE TOWARDS CHINA REMAINS UNCHANGED.

Tokyo, Dec. 28. Although the gist of this morning's talk between Baron Tanaka and Mr. Tokonami is not revealed, it is learned that leading officials of the Foreign Office held a conference subsequently to consider the points raised therein; but it is understood they decided that the policy towards China should remain unchanged.—*Reuter.*

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
GOOD, HOOD, HOLD HOLE, ROLE, RULE.

WIRELESS BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by G.O.W. on 300 metres.
1.48 p.m. Weather Report.
5.30 p.m. to 6.30 p.m. Demonstration Programme.
7.48 p.m. Evening Weather Report.
8 p.m. to 10.30 p.m. Dance Programme. (Victor Records)
8 p.m. to 8.30 p.m. Dance Music.
8.30 p.m. "Gems from Sunny."
Victor Light Opera Co.
"Gems from Cocanuta."
Victor Light Opera Co.
"Hudson Waves," Waltz.
Victoria Orchestra.
"The Swing," Waltz.
Victoria Orchestra.
8.45 p.m. to 9.15 p.m. Dance Music.
9.15 p.m. "Suite of Serenades."
(a) Spanish.
Stadler Pennsylvanians.
(b) Chinese.
Stadler Pennsylvanians.
(c) Cuban.
Stadler Pennsylvanians.
(d) Oriental.
Stadler Pennsylvanians.
"The Man I Love."
Victor Salon Orchestra.
"Manhattan Serenade."
Victor Salon Orchestra.
9.30 p.m. to 10.00 p.m. Dance Music.
10.00 p.m. News Bulletin.
10.05 p.m. "Among My Souvenirs."
Victor Salon Orchestra.
"Beautiful Night," Waltz.
International Concert Orch.
"Spring Song," Waltz.
International Concert Orch.
10.15 p.m. to 10.30 p.m. Dance Music.
God Save The King.
Close Down.

THE KLOTZ CASE.

MOTOR CAR COMPANY HAS WITHDRAWN CHARGE.

Paris, Dec. 28. The company from which M. Klotz purchased the motor car for which he is alleged to have tendered two dishonoured cheques as payment, has notified the magistrates that they are withdrawing their action.

The company state that they could not foresee that the action would let loose a public scandal, injuring a man who was one of France's plenipotentiaries in the hour of peace.—*Reuter.*

[A message dated the 26th stated that three mental experts had examined M. Klotz and had declared that he was responsible for his action. His counsel demanded a second opinion, however, regarding his mental condition.]

S. AMERICAN DISPUTE.

BOLIVIA ACCUSED OF RESUMING HOSTILITIES.

Washington, Dec. 28. A "very grave situation" has arisen, according to the Paraguayan Legation, which alleges that Bolivia has re-occupied Fort Vanguardia, in El Chaco, and has advanced twelve miles into the interior.—*Reuter's American Service.*

Argentina's Concern.

Buenos Aires, Dec. 28. Bolivia has been informed that the transit of arms will not be permitted across the Argentine line till the Paraguay dispute is settled.—*Reuter's American Service.*

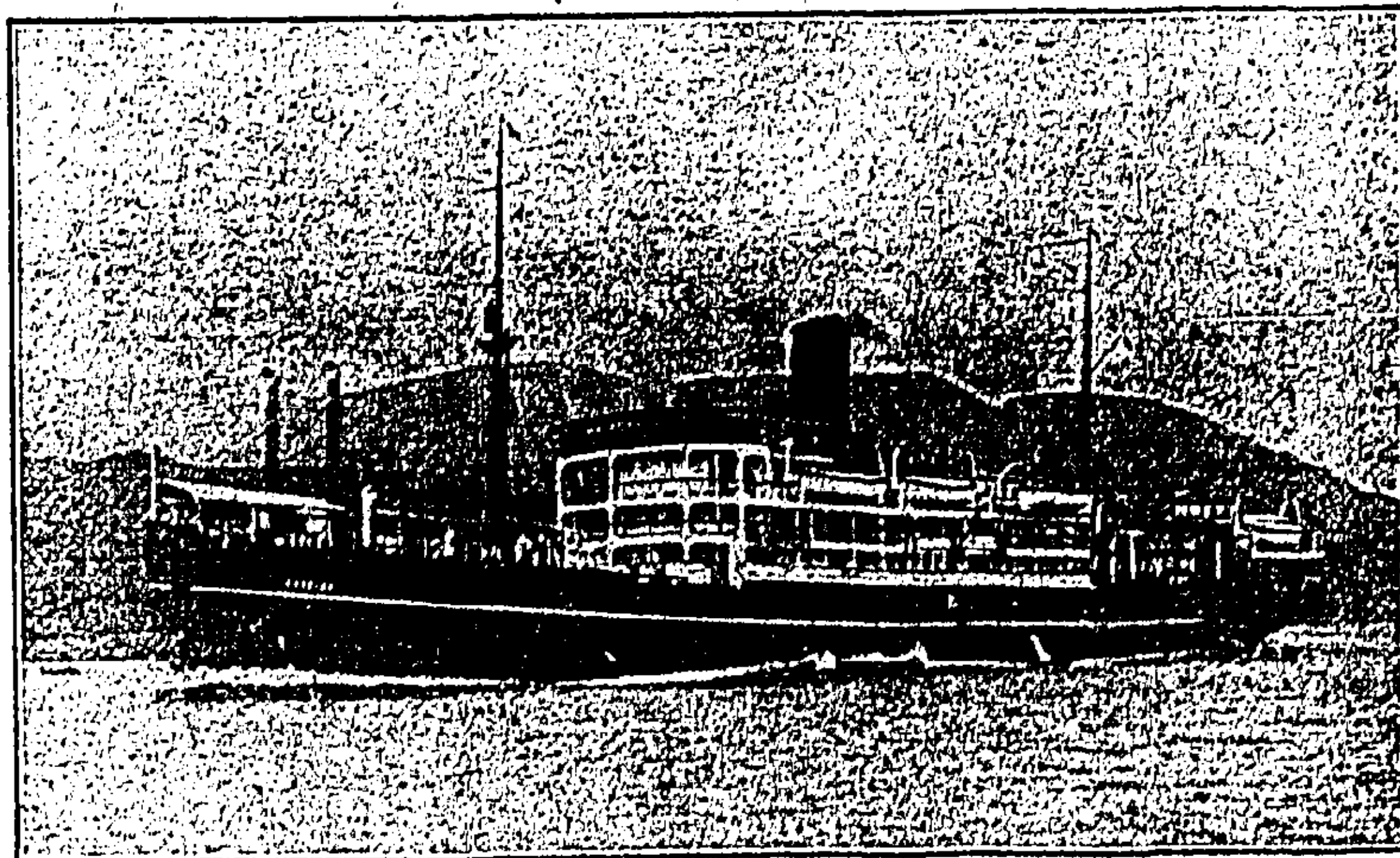
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OBITUARY.

DEATH OF FORMER HONGKONG SOLICITOR.

A cable has been received announcing the death at Sandakan, Borneo, of Mr. J. A. Gordon Leask, solicitor, who until recently practised in Hongkong. Mr. Leask went to Borneo in charge of the office of Mr. A. E. Hall, a local solicitor, and passed away there on Christmas eve.

The late Mr. Gordon Leask will be well remembered locally. He was employed with the firm of Messrs. G. K. Hall Brutton and Co. for several years and was well liked by all with whom he came into contact, both in legal circles and outside.

An ex-active service man, he took a great interest in the local Association and for some time was Chairman of the Committee. He was also keenly interested in the Poppy Day collections and did a very great deal of work in this connexion. Much regret will be felt by all his friends at his death.

DEATH SENTENCES.

CONCLUSION OF SHANGHAI MURDER TRIAL.

Shanghai, Dec. 28. The Provisional Court today sentenced to death the three Chinese charged with the murder of Miss Thompson, and the attempted murder of Mr. Dudley Law, on October 4.

The Foreign Consular Deputy sitting with the Chinese Judge, commended the police and the foreign municipality for their work in connexion with the case.—*Reuter.*

[The three men were charged in connexion with the outrage early in October, in Kowloon Road, Shanghai, when Miss Thompson and Mr. Law, who were walking along the road about dusk, were shot. The lady died almost immediately; and Mr. Law was in a precarious condition for some time. He recently went home.]

BIG PROPERTY DEAL.

SALE OF NEW YORK SITE WORTH £20,000,000.

New York, Dec. 28. It is understood that Mr. John D. Rockefeller, Junior, has acquired three whole blocks between Forty-fifth and Fifty-first Streets, believed to be a record deal in real estate involving over £20,000,000.

The property was valued at \$16,000 in 1910. It includes the site for the new Metropolitan Opera House.—*Reuter's American Service.*

NEW POLICY LOAN.

£2,000,000 TO ASSIST THE FARMERS.

Warsaw, Dec. 28. The Bank of Commerce has secured in London credit to the amount of £2,000,000 for the purpose of making advances to the farmers on the security of their grain.—*Reuter.*

CONSIGNEES' NOTICES.

N. Y. K. LINE (NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

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having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 3rd January, 1929, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 27th December, 1928.

BRANCH POLITICAL COUNCILS.

ABOLITION TO BE POSTPONED.

Nanking, Dec. 28. The Central Executive Council yesterday decided that the question of the abolition of the branch political councils should be postponed until March 15.

Circles in close touch with the political situation do not pretend to expect much, so far as disbandment and re-organisation goes, as a result of the disbandment conference. It is generally believed, however, that the conference is as important as that held in Western Hills immediately after the capture of Peking.

Practically the same leaders are here, it being the first time they have met since the conference last summer. They have a number of important issues to discuss, some of which are unpleasant, and the outcome is difficult to foretell, but there is a strong feeling that the meeting will be successful.

If the leaders reconcile their differences and work in close harmony there is nothing to stop the Third National Kuomintang Conference from being held. If, however, no satisfactory understanding is reached, it is probable that the Kuomintang Congress will have to be postponed, causing a dangerous situation.

Pai Chung-hai, Chu Pei-teh and Shang Chen have been asked to attend the Disbandment Conference. Li Chung-yen arrived at noon from Hankow.—*Reuter.*

COFFINS FOR CHINA.

REMAINS OF CHINESE TO BE SHIPPED FROM AMERICA.

Portland, Oregon, Dec. 28. The remains of 614 Chinese who died in Oregon between 1906 and 1921 will shortly be shipped aboard the Alabama for Hongkong to rest with their ancestors, in order to attain "peace and contentment," according to the Chinese benevolent association which is financing the scheme.—*Reuter's American Service.*

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MANTUA	10,946	5th Jan.	Bombay, M'los & London
KALYAN	9,144	19th Jan.	Marselles, L'don & Hull
ITALPORE	5,273	24th Jan.	Straits, Colombo & B'bay
MOREA	10,953	2nd Feb.	Bombay, M'los & London

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BRITISH INDIA-APCAR SAILINGS

S. S.	Tons	From Hongkong	Destination
TALMA	10,000	6th Jan. 1929.	S'pore, Penang & Calcutta
SANTHIA	7,754	28th Jan.	S'pore, Penang & Calcutta
TILAWA	10,000	6th Feb.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong	Destination
ARAFURA	6,000	1st Feb. 1929.	Manila, Sandakan, Thure, TANDA
TANDA	6,656	1st Mar.	Manila, Sandakan, Thure, TANDA
ST. ALDABE	4,500	30th Mar.	Sydney and Melbourne.

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The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kalambuga, Tavao, Timor, Darwin, or other ports en route, and passengers are frequent connections from Australia with the following—

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The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong	Destination
ITALPORE	5,273	4th Jan. 5 p.m.	Moji & Kobe
SANTHIA	7,754	4th Jan.	Amoy, S'hai, Moji, Kobe, Yoko & Osaka
MOREA	10,953	4th Jan.	S'hai, Moji, Kobe & Yoko

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Korea Maru Wednesday, 6th Feb.

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Katori Maru Saturday, 29th Dec.

Atsuta Maru Saturday, 12th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru Wednesday 23rd Jan.

Mishima Maru Wednesday, 20th Feb.

BOMBAY via Singapore, Penang & Colombo.

Yamagata Maru Monday, 31st Dec.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anyo Maru Friday, 1st Feb.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kamakura Maru Saturday, 5th Jan.

NEW YORK via PANAMA.

Takabka Maru Saturday, 29th Dec.

Tatsuno Maru Saturday, 16th Jan.

LIVERPOOL via Port Said, Genoa & Marseilles.

Durban Maru Monday, 14th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

Rangoon Maru Saturday, 29th Dec.

Genoa Maru Sunday, 6th Jan.

SHANGHAI, KOBÉ & YOKOHAMA.

Tamba Maru Sunday, 30th Dec.

Suwa Maru Monday, 7th Jan.

Ponang Maru (Direct Kobe) Friday, 11th Jan.

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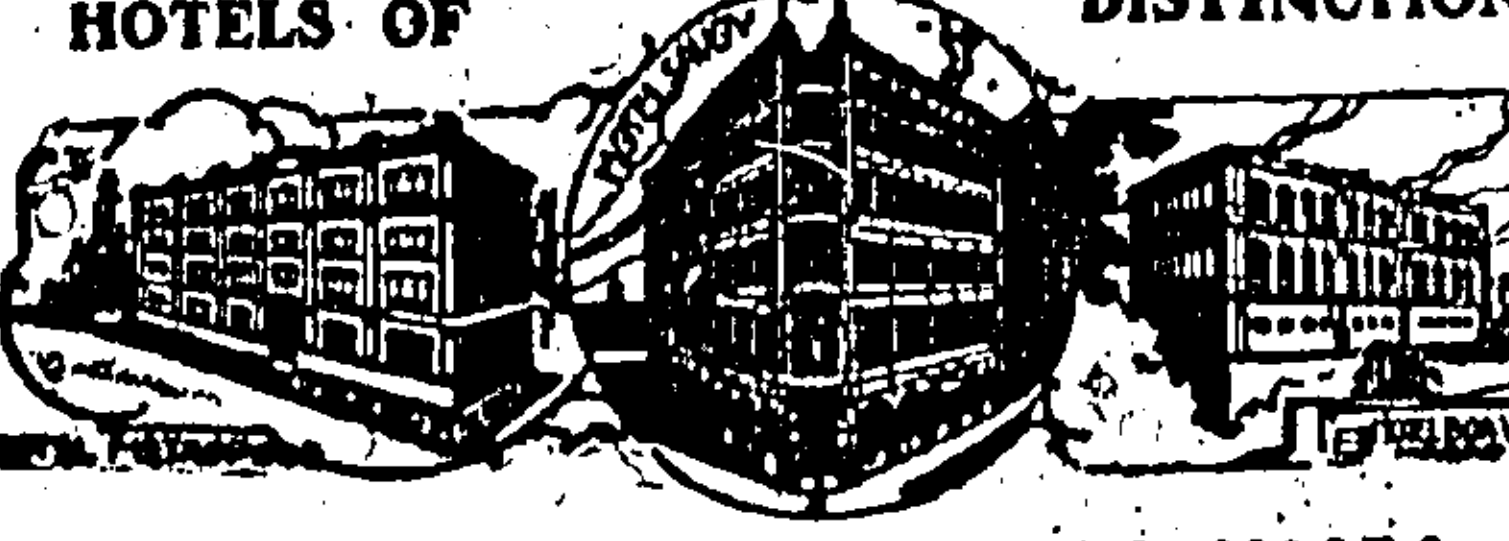
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S.S. "AUTOLYCHUS" via Suez Canal 8th Feb.

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WORKS OF HONGKONG COMPOSERS.

INTERESTING CONCERT ARRANGED.

Below is the abbreviated programme of the extra concert at the Helena May Institute on Tuesday, 16th Jan., at 5.30, organised by Mrs. Bonenfant. It is the first of its kind given here, all the works being by local composers.
1. Variations and Fugue on a theme of Beethoven for 2 pianos, (Harry Ore), Mrs. Bonenfant and the composer.
2. Three Songs (A. M. Bowen-Smith), Mrs. A. M. Bowen-Smith.
3. Piano Transcriptions of Chinese Songs (Harry Ore), Mr. Harry Ore.
4. Elegie for Cello and Piano (Harry Ore), Mr. and Mrs. Bonenfant.
5. (a) Three Preludes for Piano (Lt. Col. P. A. Cardew) and (b) Barcarolle (Capt. Macnair), Mrs. Bonenfant.
6. Trio in A minor for Piano, Violin and Cello (Lt. Col. P. A. Cardew), Mrs. Bonenfant, Capt. Macnair and Mr. Bonenfant.

EXCHANGE RATES.

	London, Dec. 28.
Paris	124
Geneva	25.16
Berlin	20.385
Oslo	18.19
Helsingfors	102%
Athens	37%
Buenos Aires	47.11/32
Hongkong	2/0%
New York	4.85 21/32
Amsterdam	12.07%
Stockholm	18.10
Vienna	34.45
Madrid	29.77%
Bucharest	807%
Bombay	1/6 1/32
Yokohama	1/10 23/32
Brussels	34.87
Milan	22.70
Copenhagen	18.18
Prague	163%
Lisbon	109%
Rio	5.29/32
Shanghai	2/7%
Silver (spot)	26.7/16
Silver (forward)	20%

—British Wireless.

PEKING AGITATORS STILL BUSY.

CHIANG AND FENG DENOUNCED.

Peking, Dec. 28.
Kuomintang extremists here are still agitating, and yesterday there were exhibitions in some parts of the city of slogans and placards denouncing Marshal Chiang Kai-shek and Marshal Feng Yu-shiang.

The police are making thorough investigations regarding the authors of these slogans.

Among those on board the Katori Maru, which leaves Hongkong to-day for Europe, are Dr. Solf, late German Ambassador to Japan, and Mr. A. de Feltosa, the Brazilian Ambassador. The German Ambassador is going home after eight years' service.

RUSSO-GERMAN ACCORD.

IMPORTANT EXTENSION OF TRADE RELATIONS.

PROTOCOL SIGNED.

Berlin, Dec. 28.
That Germany and Russia are getting closer together is indicated by the foreshadowing of an important extension of Russo-German trade relations following the signing of a Protocol in Moscow on the 21st instant.

The new Protocol will smooth immediate difficulties, for example, commercial espionage, which the Soviet has agreed to interpret in a manner corresponding to international usages.

The bases of further detailed negotiations have been laid down, facilities being granted by which German holders of Russian concessions will negotiate directly with the Soviet authorities.

CHINESE DETECTIVE DISCHARGED.

DISAPPEARANCE OF TWO WITNESSES.

Young Kong, a Chinese detective, who appeared last week before Mr. R. E. Lindell on a charge of misconduct as a constable, was discharged at the Central Magistracy this morning.

It is understood that Young Kong was alleged to have accepted a bribe from a Chinese woman.

When the Court sat this morning, Mr. Lindell informed Mr. C. A. S. Russ, who represented the defendant, that he learned from Mr. W. Kent, A.S.P., that it was unlikely that the case against the accused would go any further, because two of the witnesses who made statements to the police had disappeared. The woman, who was supposed to have made the original statement, was in hospital.

Mr. Kent:—I understand now that she did not go to the hospital at all and that she has cleared out.

His Worship:—In these circumstances are you asking for a further remand?

Mr. Kent:—I don't think it will be necessary.

HUGE AVIATION SHED.

BIGGEST IN WORLD AT CROYDON.

London, Dec. 28.
What is believed to be the largest aeroplane shed in the world will be available at Croydon on January 1st for the housing of air liners employed on the Cross-Channel routes.
It will accommodate fifty liners. Although built as recently as January last, so rapid has been the growth of the traffic that this accommodation has already proved inadequate.—British Wireless.

\$50,000 LOST BY AN ERROR.

VOID REQUEST TO A BARONET.

An error framing the terms of a bequest under a Will has resulted in a baronet undergraduate losing a fortune of £50,000.

In the Chancery Division recently Mr. Justice Clauson heard a summons by the trustees of the will of the late Michael Williams for a decision on the question whether a bequest of £50,000 to endow the baronetcy was void.

The present baronet, Sir William Law Williams, of Barnstaple, claimed the legacy. The residuary legatee, the Rev. L. A. Williams, of Hensford Vicarage, Hensford, Cornwall, was a party to the summons.

The judge said that the bequest was for the first person born after the testator's death who became entitled to the baronetcy and attained the age of 21.

He held that it was void under the rule against perpetuities.

The rule against perpetuities requires that every gift of property shall take effect during the lifetime of some person living at the testator's death, plus a period of 21 years.

Money under a void bequest goes to the residuary legatee.

THE STOWAWAY WHO SNEEZED.

HIS SOLICITOR PAYS FOR LINER PASSAGE.

Liverpool, Nov. 20.
When the liner Calgarie reached here to-day, she had on board two boys who had begun the voyage from Canada as stowaways and ended it as passengers.

One of them was John Walpole Fletcher, the 19-year-old son of a retired R.A.F. officer, living at Radcliffe Gardens, Earl's Court.

Telling of his adventure, he said that he and a friend climbed on board the Calgarie the night before she sailed. "We evaded the searching inspectors by getting to the rear of them and following them round."

"All went well for nearly two days and then, having a cold, I sneezed and coughed, and an officer discovered us."

The two youths were taken before the captain, but wireless messages to their homes saved them from punishment. On the promise of their fares being paid at Liverpool they were allowed to travel as third-class passengers. A solicitor paid Fletcher's fare.

Mr. Clarke Irvine will give a lecture and show one of the most wonderful films on the growth of plants and flowers at the Helena May on Monday, 7th January, at 5 p.m.—adv.

Dr. Barnardo's Homes have received £25 as a Christmas donation from the King.

Goldsmiths' Company have given £25 to North London Police Court poor-box.

NEW PRESIDENT CONGRATULATED.



Mr. Hoover shown reading some of the hundreds of congratulatory telegrams he received hourly from all parts of the country after his election. With Mrs. Hoover is Peggy, a Hoover granddaughter. At the back, left to right, are Alan Hoover, Mrs. Herbert Hoover Jr. and Herbert Hoover Jr.

MORE ROMANTIC THAN "THE TEMPTRESS" A PICTURE GREATER EVEN THAN "FLESH AND THE DEVIL!"

The fascinating story of a little laundress who reaches Fame's pinnacle along the road of thrilling romance and tense drama!

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THE DIVINE WOMAN
WHEN you think of feminine allure, you instantly think of Greta Garbo. That provocative beauty is here now in a picture filled with her tremendous, exciting magnetism. She'll sweep you off your feet as the great actress who won the hearts of the world, but lost her only love.
A VICTOR SEASTROM production with LARS HANSON LOWELL SHERMAN
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IN A COMPLETE CHANGE OF PROGRAMME.

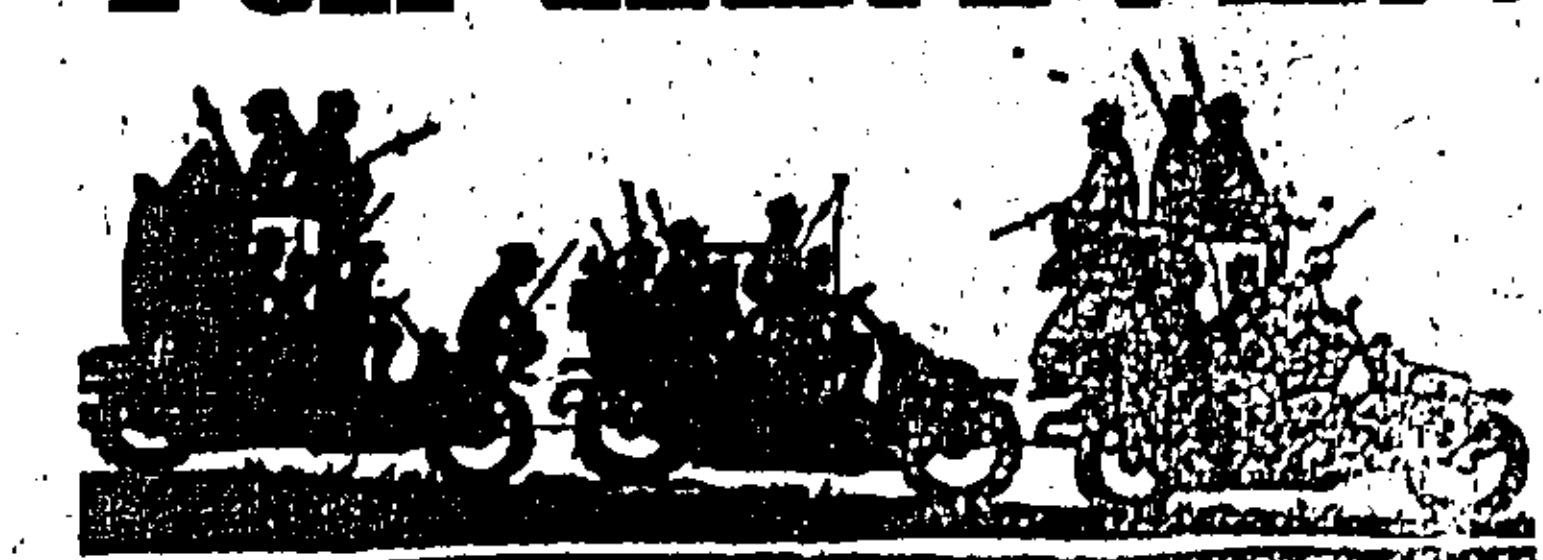
QUEEN'S FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

DON'T FAIL TO SEE IT!

To-day is your last opportunity to see the superb film that has thrilled London, Paris, New York, and Hong Kong!—Don't fail to see this masterpiece!

7th HEAVEN



With JANET GAYNOR & CHARLES FARRELL.

The wonderful romance of a little Paris wail and her lover who climbed from a sewer to the stars!

AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 7.00 and 9.50. Intermission 2.30 and 7.15.

PARIS AT MIDNIGHT—

A N entrancing story of the gay Parisian Capital, full of laughs, thrills and action!

LIONEL BARRYMORE



with JETTA GOUDAL, MARY BRIAN.

Adapted from the Novel by Honore de Balzac!
AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.